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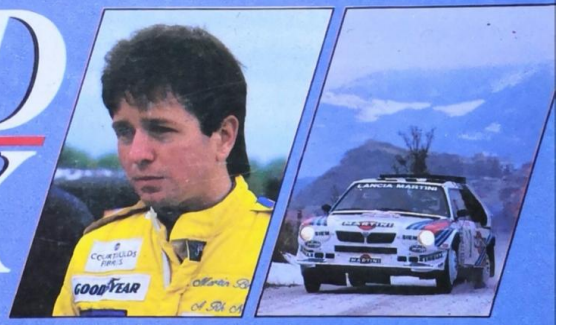

FORMULA ONE
1986 Teams

IMSA
Daytona 24 Hours

RALLYING
Monte Carlo, Sweden

PROFILE
Martin Brundle

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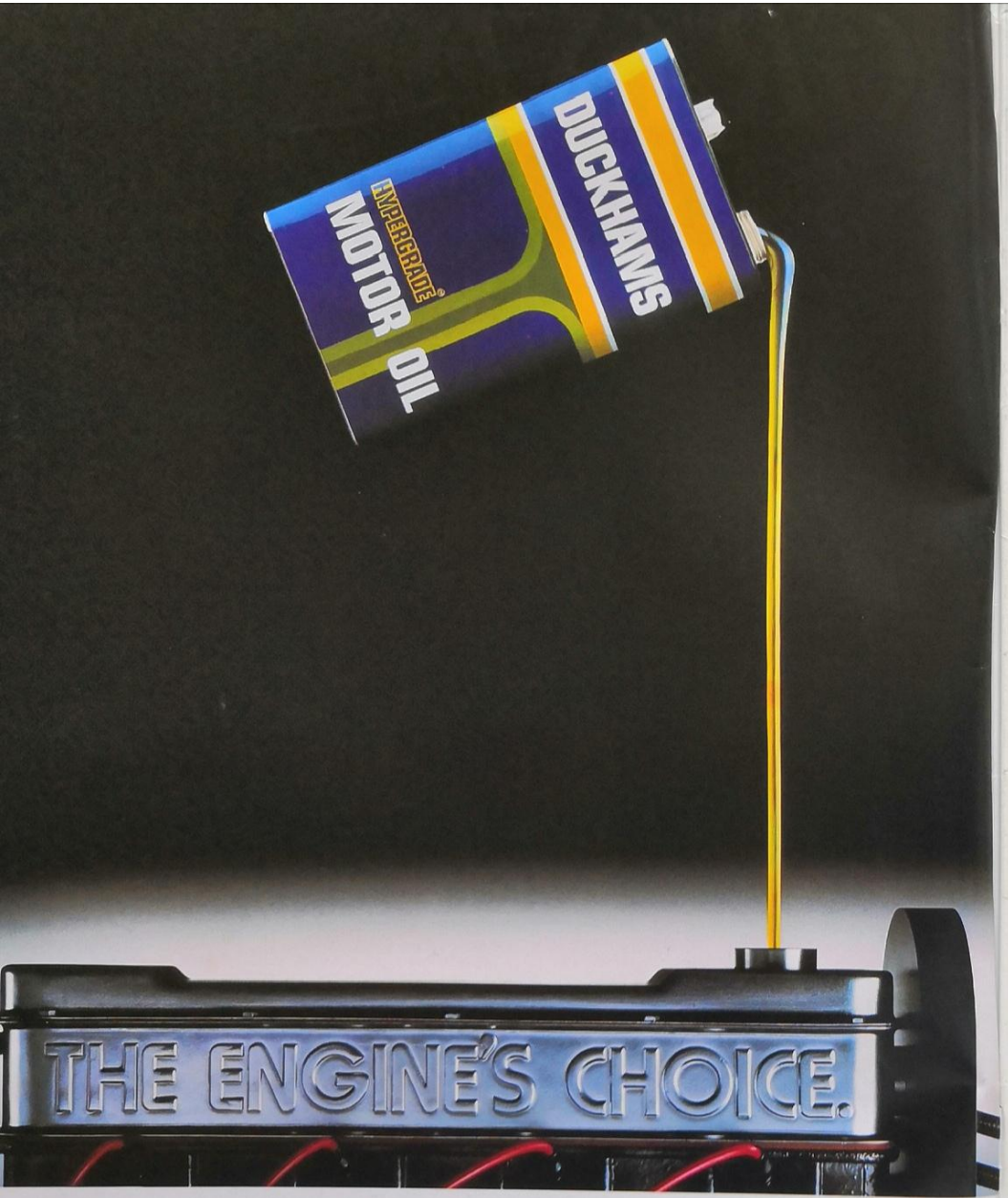

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TOPICS

After over twenty years in international motor racing and with a glittering record to his credit, Belgium's Jacky Ickx is retiring (for the second time) from Sports Car racing. Rothmans Porsche's replacement will be Frenchman Bob Wollek.

Ex-Ligier driver Andrea de Cesaris's name has been linked with Ferrari's project to go ahead with their Indycar without the cooperation of True Sports. Enzo Ferrari is confident that his cars will be present at the closing round to the 1986 Cart season.

Russell Spence was presented the Grovewood Award by F1 World Champion Alain Prost, together with a cheque for £5,000. The panel of motorsport judges agreed that 26-year old Spence (racing with Eddie Jordan's F3000 team in 1986) "showed the most outstanding promise early in his racing career."

Philippe Alliot has been promised a third Ligier JS 27 for the French Grand Prix alongside Jacques Laffite and René Arnoux. The ex-RAM driver has been busy testing one of the Oreca F3000 team's March 85 Bs and will almost certainly be racing for Hughes de Chaunac with regular driver Michel Ferté.

Teo Fabi drove the new BMW-engined Benetton B186 (ex-Toleman) at a shakedown test at Silverstone recently. The bad weather conditions prevented the Italian from putting in any significant lap times.

The turbo FordV6 which is to power the new Beatrice Lola this season will not be ready for the opening GP at Brazil. Tambay and Jones will commence with a Hart engine unless Carl Haas decides to give Jacarepagua a miss.

NEW FERRARI ENGINE

During a recent visit to Ferrari's Maranello base, Piero Lardi Ferrari was explicit: "*Although certain people have said and written that our 1985 car was only fit for the trash can, we are starting the new season with a greatly improved version of last year's cars.*

Ferrari are characteristically secretive about their revised 156 which will feature new suspension units. Ex-Renault aerodynamics chief Jean-Claude Migeod has lowered the fuel tank slightly as a result of numerous telemetric sessions to improve the airflow over the red cars. It's unlikely, however, that the new Ferrari '86 will be ready before the Italian GP. Rumour suggests that it will strongly resemble Gordon Murray's sensationally low Brabham BT55. The 6-cylinder Italian engine will be angled at 80 degrees instead of 120 and the bore and stroke will also be modified.

ALFA ROMEO LOOKING GOOD

Although Alfa Romeo will not be competing in this year's F1 Championship, development work is continuing on a new 4-cylinder 1500cc engine. Five new spec engines have already been constructed and results on the test bench reveal that at least one of the engines develops over 1000 bhp in qualifying configuration.

Alfa are in a position to concentrate on the new 180-litre fuel limit which will come into effect in 1988. The Italian company's policy dictates that the engine will be given to a top team, and possibly with financial help. Ligier is, of course, on the waiting list in case Renault should cease development work on the French V6, but Toleman and Benetton are also eager...

FIA WISE'NS UP

WISE (World Information SErvice) solves the problem of having to phone around to find the answers to questions like 'Which cars are homologated by the FISA?', or 'In which museums can a 1912 Bugatti be found?'.

The FIA with its 50 million motorists who are members of 106 national affiliated automobile clubs deemed it its duty to contribute to improving both transcontinental communications and the distribution of information.

With the support of GEISCO, a division of General Electric, the FIA has set up a new system enabling men, firms, whatever their fields of activity and locations, to communicate among themselves more easily and at lower cost.

WISE is a nerve centre for redistributing information, permitting not only the transmission of information across frontiers round the clock, but also provides much motor or touring-related information (hotels, petrol prices road regulations.).

The system provides two types of services:

1) Electronic mail, making it possible to send and receive communications round the clock, to and from one or several addressees, anywhere in the world, whether they be in their offices, their cars or a hotel room. A personalised access code ensures the confidentiality of messages and enables the users to communicate with other members of the system.

2) The data bank gives subscribers access to bulletin boards on which appears basic information related to fields such as Tourism, Motor Industry, Motor History, Motor Sport and Transport etc. Information is entered into the memory of computers where it is immediately filed, recorded and stored until more up-to-date information arrives. The storage capacity of the data bank is almost unlimited.

For further information please contact: FIA General Secretariat 8 Place de la Concorde, F75008 Paris.

BENETTON B186

Benetton team's brand new BMW-powered B186 (ex-Toleman TG185) is ready for the Brazilian Grand Prix on March 23. Designer Rory Byrne commented, "*In ressence, the B186 is an evolutionary version of last year's car, following the same fundamental principles, but with modified weight distribution to cope with an the extra power afforded by the BMW engine. The fuel cell is similar in line with the reduction in maximum permitted fuel capacity to 195 litres, but this particular change hardly affects the weight distribution at all.*"

Already recognised as one of F1's most far-sighted and innovative designers, Rory Byrne's Pirelli-shod single seater appears to be an even more aerodynamically efficient package.

MAIN DIMENSIONS
Wheelbase: 269 cm
Front Track: 181.6 cm
Rear Track: 168.2 cm
Overall Length: 462,2 cm
Overall Height: 96.5 cm
Overall Width: 140 cm
Weight: 540 kilos

CHASSIS
Carbon fibre composite monocoque. Engine semistressed by mounting in quickly detachable frames.

SUSPENSION
Front: Top and bottom wide based wishbones. Fabricated uprights. Spring/damper unit actuated by pull rod from outboard end of top wishbone to aluminium link mounted on floor panel.
Rear: Top and bottom wishbones. Fabricated uprights. Spring/damper units actuated by pull rods via a bell crank mounted above transmission.

DAMPERS
Koni

TRANSMISSION
Toleman 5 or 6 speed gearbox. Borg and Beck 7.25 inch twin plate clutch.

BRAKING SYSTEM
Single Brembo four-pot caliper per upright front and rear (280 mm diameter). Girling master cylinders and Ferodo brake pads.

JACKY ICKX QUITS THE CIRCUITS

Belgium's Jacky Ickx has announced his decision to retire from Sports Car and track racing but will continue to take part in competitive motor sport events. Few drivers, apart from Mario Andretti, can claim such a complete and illustrious racing record spanning twenty years. Forty one year-old Jacky's F1 record alone boasts eight wins, seven 2nd and ten 3rd placings, he was twice the World Championship runner-up in 1969 and 1970.

His enthusiasm for F1 on the wane, Jacky then turned to Sports Car racing and scored a record 49 wins, including six at the Le Mans 24 Hours. "*I have been incredibly lucky during my career,*" he told GPI reporter Eric Bhat on the telephone. "*I've always done what I wanted to. I've won races in practically all the various categories. In fact, when I look back on my record, there aren't that many races I haven't won! What kills my motivation is always doing the same thing. You can hardly lose when you drive for Porsche. Now that I've done everything I can with them, I feel it's time for a complete change from circuit life.*"

A regular Paris-Dakar competitor, Jacky admitted, "*I'm now extremely motivated by Africa, something I will always be grateful to Thierry Sabine for* [see Insights]. *And that's what I intend to concentrate on now. I need the break. I think it's essential not to get caught up in the kind of routine you can't get out of. The attraction of Africa is that it's all new and incredibly fascinating. Africa gets to you and forces you to really think about yourself and the meaning of life. I hope I do many more Paris-Dakar type Rallies. Of course, I'll be a bit sad when the first race of the new Sports Car season gets underway, but I'm sure this is what I want to do. This time there's no going back. Tomorrow's another day.*"

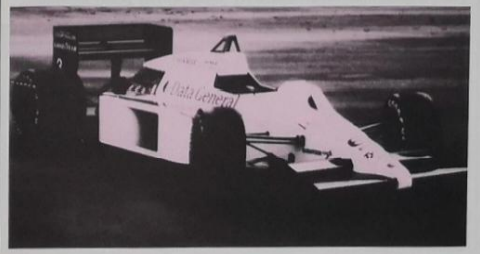
TYRRELL GETS COMPUTER SPONSOR!

Data General Corporation and Tyrrell Racing Organisation recently announced the signing of an agreement whereby the computer firm will be the major sponsor of the Tyrrell F1 team and the supplier of its computer equipment.

Ken Tyrrell's Ripley-based team will use Data General's DS/Family of Graphic Workstations for design, manufacture, research and development on their premises. The computers at the Tyrrell design base will be electronically linked up to Data Genral's European headquarters.

In the pits, Data General/One personal portable computers will enable the British F1 team to make rapid diagnostics and on-the-spot analysis of the statistics recorded.

Tyrrell driver Martin Brundle will be racing the new Tyrrell-Renault 015 and his team mate the old 014. Three 015s are expected to be ready for both drivers by the Spanish Grand Prix on April 13.



ACTION NOW, PLEASE

Judging by the number of near misses with spectators which occurred on the Monte Carlo Rally, we will not have long to wait before Rallysport mourns a major tragedy involving the public. Incredibly, many senior participants and entrants were happy to praise the AC Monaco this year for its impeccably safe organisation. They cannot have been aware of the stupidity going on alongside some of the special stages.

It is easy for racing people to disregard Rallying problems, but as far as politicians are concerned, motorsport is the same activity whether it takes place on a special stage or a closed circuit. This nettle must therefore be grasped by everyone with an interest in racing or Rallying.

The task of policing special stages must obviously be handled by local organisers. In Britain we can boast efficient, knowledgeable marshals, and if they happen to be rude occasionally, it is probably only because they are driven to it by foolish onlookers. Much better for a spectator's pride to be damaged than his arms and legs.

In due course, FISA has promised some sort of curb on the rapidly escalating performance of Rally cars. It has been obvious for two or three years that engine power was reaching levels at which neither cars not drivers could be relied upon to complete events in top shape. Drivers are now complaining that they are called on to deliver maximum concentration and performance for periods which are too long. Their pleas for shorter stages and more rest must be taken into careful consideration.

For 1986 the use of helicopters by competing teams has been banned. While this prohibition makes sense from certain points of view, it makes no sense at all if it means that competitors will not be able to rely on instant airborne help in the event of a major accident, such as those which befell certain top stars last year. Far better that helicopter supervision be provided by Rally organisers at their expense.

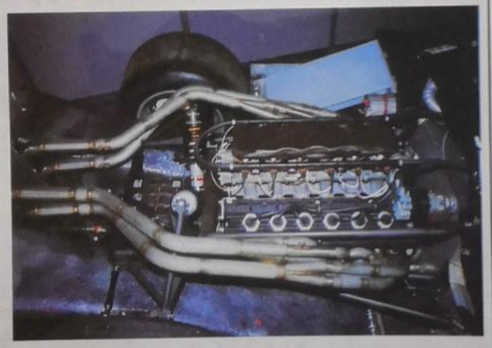
The President of FISA has frequently crowed about the number of manufacturers contesting the World Rally Championship. Now he must do something in return, by offering this branch of the sport a future which is safe for the drivers and sufficiently stable to keep costs from escalating as they have done in F1. It is a task which will require the maximum in knowledge and diplomacy.

We hope that he and his Federation possess the qualities to acquit themselves correctly and fairly. — GPI

LAMBORGHINI TO GROUP C

The famous Italian constructor has entered into an agreement with 1985 Group C winner, Gordon Spice, to feature its V12 engine inside his winning Tiga chassis to take part in the Sports Prototype World Championship. Lamborghini expect their 5.7-litre Countach Quattrovalve-X V12 to develop approximately 650 bph.

The project is backed by the British company Unipart and the Tiga-Lamborghini will be present at seven of the 1986 Championship rounds: Mugello, Monza, Silverstone, Le Mans 24 Hours, Brands Hatch, Nürburgring and Spa-Francorchamps. Experienced Endurance drivers Mauro Baldi (ex-Lancia) from Italy and Britain's Motoring journalist, Tiff Needell (ex-Aston Martin), will be sharing the stints. Brian Gillibrand has been appointed team manager of the Anglo-Italian outfit.



STUCK AND MASS IN IROC

Twelve drivers have been selected to take part in the four-round IROC (International Race of Champions) series. Although the organisers had invited many European F1 drivers, they were unable to accept because of date clashes with the F1 calendar. Three Endurance men have accepted the challenge: Jochen Mass, Hans Stuck and Klaus Ludwig. A number of American stars will also be fighting on the two oval circuits (Daytona and Talladega) and two road circuits (Watkins Glen and Mid-Ohio): the reigning Champion Harry Gant, Carl Yarborough, Darrell Waltrip and Bill Elliott make up the NASCAR contigent, and Al Unser Jr, Rick Mears and Bobby Rahal represent the CART boys and Hurley Haywood IMSA.

Each of the IROC competitors will have absolutely identical Chevrolet Camaros — the luck of the draw will decide who gets which one!

MEXICO F1 CIRCUIT ALMOST READY

Bulldozers are still filling the air of the Ricardo Rodriguez circuit with a lot of noise and the tarmac-laying machines are still hard at it. The Mexican organisers are, however, confident that the track will be ready in time for the Mexico 24 Hours at the end of February.

The F1 Grand Prix is scheduled to take place on October 12 and 200,000 spectators are expected to attend during the three-day period. Spectator security has been carefully considered in view of the catastrophe that almost occurred during the last Mexican GP back in 1970. *"We've taken the Paul Ricard circuit as a good example of a safe circuit,"* organiser Julian Abed explained. *"FISA and FOCA requested that we slightly modify the original track plans so that there will be more room at the run-off area at the end of the straight,"* — a sharp 90 degree turn. Between the grandstand wall and the track there is a 200-metre safety margin.

Driver safety has also been seen to. The track is fifteen metres wide from start to finish and sandy verges adorn all fifteen turns.

Situated 15 km east of Mexico City, the 4.650-km track comprises two straight lines, a series of 'S' bends and an 'Oval Type' corner. The organisers have signed a three-year contract with FOCA but they still have quite a bit of work cut out for them: build the press room, enlargen the honorary grandstand, put tarmac down in the car park and helicopter landing areas, plus, of course, erect the provisional spectator stands at the track's strategic points.

BUDAPEST F1 CIRCUIT

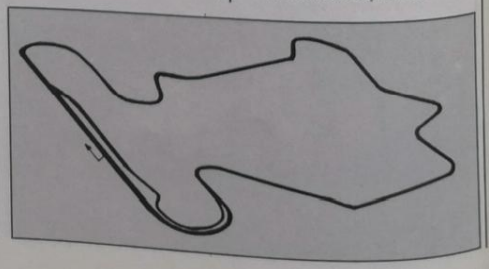
It came as a great surprise to F1 fans in 1985 to learn that the circus would be going behind the Iron Curtain. The Hungarian Grand Prix will definitely be taking place on August 10. Intensive work is being carried out under the supervision of the Hungarian Automobile Club so that everything will be ready according to schedule. Two transport companies have been contracted, AEV and the National Road Works Transport Company.

AEV representative Mr Ferencz Gulacsi had already submitted various plans for the construction of an autodrome which is why he has been chosen to finalise the Szlasliget (near Budapest) Circuit project. The total cost of the operation is estimated at $ 4 million.

The new track resembles the Nürburgring and there is a safety lane the whole way round, with a helicopter landing point in the in-field area. Track width is 11 metres for an overall length of 3.890 km. Fifteen turns have been designed with three straight portions and a bridge crosses the local stream. The track gradient varies between 7 % and 6.5 %. Roomy run-off areas line the curves and cars producing even 1000 bhp would be perfectly safe according to a computer assessment which has predicted a top speed of 320 kph and an average lap time of 1m 05s.

Covered stands will be able to seat 24,000 spectators the first year and more stands have been planned for a total seating capacity of 40,000.

The circuit is far from finished and one wonders if it will be ready in seven months, to which Mr Ferecz Gulasci replies, *"Everything will be ready on time..."*



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BELGIAN GP — May 25
FRENCH GP — July 6
AUSTRIAN GP — August 17
ITALIAN GP — September 7

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OFFICIAL LINE-UPS FOR 1986

A number of changes have been introduced to the regulations which cover the points scoring system in this year's World Rally Constructors' Championship. Many who weren't in the know were surprised to learn that Renault did not score any points after Alain Oreille's Group A success on the recent Monte. The fact is that all manufacturers that wanted to participate officially in the series were requested to register, not later than 31st December 1985, the models that would represent them and the drivers that would drive them. A glance at the list shows that Renault had indeed registered the 11 Turbo as a contender but with only Jeannot Ragnotti as driver. In order to clarify the situation for the months to come, here are the teams that have been registered:

- **Peugeot Talbot Sport** (Peugeot 205 T16) with Salonen, Kankkunen, Saby, Vatanen, Reutemann, Mouton, Mehta, Zanussi and Sundström.
- **Martini Lancia** (Lancia Delta S4 and Lancia Rally 037) with Alen, Toivonen, Biasion and Preston.
- **Audi AG** (Audi Quattro, Audi 800 and Audi 900) with Röhrl and Mikkola.
- **Austin Rover Group** (MG Metro 6R4) with Pond, Wilson, Duez and Eklund.
- **Ford Motor Company** (Ford RS200) with Blomqvist, Grundel, Andervang and Lovell.
- **Citroën Competitions** (Citroën BX4TC) with Andruet and Wambergue.
- **Renault Elf Philips** (Renault Maxi 5 Turbo and Renault 11T) with Ragnotti.
- **Mazda Rally Team Europe** (Mazda RX7 and Mazda F.323) with Warmbold, I. Carlsson and Chatriot.
- **VW Motorsport** (VW Golf 1800) with Eriksson and Wittmann.
- **Skoda** (Skoda 130LR and Skoda 130L) with Kvaizar, Krecek, Haugland and Kalnay.
- **Fujy Heavy Industries** (Subaru 4WD) with Kirkland, Iwase and Tundo.
- **Toyota** (Celica TC Turbo) have not announced the names of any drivers. It is certain however that we will see Waldegaard and Thorp at the start of selected rallies.

'A-SEEDED' DRIVERS

The FISA has published the list of "A-seeded" rally drivers for the forthcoming season. What organiser wouldn't dream of having all twenty-five as starters on his event! Eleven countries are represented but nearly two-thirds originate from just four countries; Italy, Finland, France and Sweden.

The full list in alphabetical order is: M. Alen (SF), A. Ambrosino (CI), B. Béguin (F), M. Biasion (I), S. Blomqvist (S), C. Capone (I), I. Carlsson (S), D. Cerrato (I), J. Kankkunen (SF), M. Kirkland (EAK), H. Mikkola (SF), T. Pond (GB), M. Pregliasco (I), J. Ragnotti (F), C. Reutemann (RA), W. Röhrl (D), B. Saby (F), T. Salonen (SF), S. Servia (E), F. Tabaton (I), H. Toivonen (SF), A. Vatanen (SF), B. Waldegaard (S), W. Wiedner (A), A. Zanussi (I).

PANCIATICI IN GROUP N

When heavy snow began to fall during the weeks prior to the start of the Monte, Jacques Panciatici must have thought his prayers had been answered. He knew that his Alfa Romeo 33 4x4, entered by the French importer, would only be competitive in bad conditions due to its relative lack of power (105 bhp) compared with the Renault 5 GT Turbos of Dongues, Sarrazin, Schmit and company. By the start of the event, however, much of the snow had melted away and Panciatici knew that a lot of hard work lay ahead.

At the end of the Classification Run, where stage surfaces were still generally snow, slush or ice covered, *"Pancia"* had a small lead over fellow Frenchman, Bernard Dongues. Then, as weather conditions continued to improve, leaving most of the stages dry, Dongues was able to get in front of the Alfa driver and even develop a substantial lead. Despite some remarkable driving and with the front discs glowing red hot at most stage finishes, Panciatici was also passed by the other Renault 5 of René Sarrazin.

Dongues was eventually forced out of the rally on SS17 (St Jean en Royans) when a water pipe split caused the engine to overheat, just as snow began to fall again on the stages around Gap. The Alfa driver understood immediately that this was his chance and, by the last of the snow-covered stages (SS23), he was back ahead.

The first loop of five stages of the Final Run were tackled in daylight and were more or less dry. This was Sarrazin's chance to come back and, as competitors arrived back at Monaco for a Rest Halt, he had managed to get back within just 1m 21s of Panciatici. The first two stages of the second and last loop of the Final Run were also predominantly dry, allowing Sarrazin to take back a further 42 and then 34 seconds off *"Pancia"*. Night had fallen and, with it, heavy rain had made its appearance. As he felt the first drop fall, the Renault driver knew at once that he would not win Group N. So near yet so far, with no rain tyres available there was little Sarrazin could do except go for a finish. Panciatici, unaware of his rival's problems, was taking no chances and put in an impressive series of stage times, including two ninth fastest overall, to win the Group by nearly 5 minutes.

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DAVENPORT ANNOUNCES METRO'S PROGRAMME

"If 1985 was the year we developed the Metro 6R4, 1986 will be the year we rally it," announced John Davenport as introduction to the pre-season press conference in Paris before the Monte Carlo Rally. *"It will be hard to win the Championship,"* he continued, *"but I believe we have the cars, the teams and the technology to do so.*

"Our World Championship programme will take in at least 8 events. Clearly, for commercial reasons, we will concentrate on the European-based rounds but, in order to comply with the new FISA rules, we will also compete on one event outside Europe, probably the New Zealand Rally. We will be supported by Computervision, Mobil and Michelin."

The mainstays of the ARG team, Tony Pond/Rob Arthur and Malcolm Wilson/Nigel Harris, will be present on all rallies excepting Sweden where Davenport has decided to send Pond testing in preparation for Portugal instead. Pond's place on the Swedish will be left in more than competent hands with Per Eklund/Dave Whittock. Their Clarion-sponsored, Conrad Schmidt prepared Metro should also be present on the 1000 Lakes, the RAC and 5 other European Championship events. Belgian driver, Marc Duez has three World Championship events on his programme too. He will be at the start of the Portugal, the Acropolis and the San Remo. Duez, with regular partner Willy Lux, will be representing ARG's colours in the Belgian national championship. R.E.D will be looking after the car that Llewellin/Short will be using for the British Championship and the popular crew can look forward to a fairly full schedule which includes selected European Championship events and at least one round from the World series. *"Austin Rover are proud to be a part of what will probably be the most exciting year yet in World Championship Rallying"*, concluded Davenport. *"We are especially pleased with the direction our sport is taking and, during the course of the year, we will be working on ideas for the new Group S car so that we will be ready for 1988."*

'OLYMPUS IN'

The Olympus Rally will, finally, count for the World Rally Championship but only for drivers. Scheduled to take place now on the 5th, 6th and 7th December in Washington State, U.S.A., the Olympus brings the total number of WRC events for 1986 to thirteen.

NEW FACES FOR LOMBARD RAC RALLY

Two new personalities head the Lombard RAC Rally organising team for 1986. Former Circuit of Ireland Clerk of the Course, Malcolm Neill, takes over from the job's previous incumbent of fourteen years, Jim Porter. At 42 years of age, Malcolm has had a long association with motor sport and in particular rallying. From 1971 to 1973 he held the position of Press Officer of the Circuit of Ireland Rally before taking on the post of Clerk of the Course a year later. In addition to organising rallies, he has also experienced the sport from the co-driver's seat alongside one of Northern Ireland's leading competitors during the seventies, Brian Nelson. In accepting the position, Neill will take charge of all aspects of the Lombard RAC Rally — his first event based in Bath and starting on November 16th.

Continuing the tradition of a co-driver lending his experience to the job of Route Co-ordinator, Paul White takes over the position vacated by Dave Whittock. At 37 years of age, Paul has competed as co-driver to many experienced and leading drivers — winning the Lombard RAC Rally in 1980 alongside Henri Toivonen and partnering Mikael Sundstrom in a Peugeot 205 T16 on last year's event. He has been employed by Peugeot Talbot for many years during which time he has worked both in his country and in France as co-driver and rally co-ordinator. A few years ago Paul was one of the leading forces in organising the Rothmans series of rally events in the Middle East.

Graffiti

What a load of such seam of self-righteous indignation in the motoring writers have been able to dig over in all the recent hoo-ha about Ayrton Senna and who was to be his number two at Lotus. Even Fleet Street stepped in, accusing Senna of being a Prima Donna and dismissing Lotus Team Manager Peter Warr as the Brazilian's poodle. When Senna wins a race or two — as he surely will this year — it will be interesting to see how many of my critical colleagues get admitted to the mobile JPS funeral home for a post-race interview. Even poodles remember who kicked them.

The subject aroused so many emotions that eventually James Hunt climbed on to an editorial platform provided for him by Autosport. The readers of that organ must have hugged themselves with glee to see Hunt describe Senna's demands as "childish" and to accuse the Lotus driver of "having no pride in his own ability".

Personally, I think that my fellow motoring correspondents, James Hunt and all the anti-Senna letter writers have failed to understand what's at stake in this latest Lotus affair. Of course, Senna has never made any secret of his intention to get to the top in F1 as quickly as possible. Indeed, ambition has been a powerful element in the psychological make-up of every self-respecting professional racing driver that I have ever met. By any standards, Senna is an exceptional talent who also happens to be as gifted between the ears as he is between the knees.

The reason for Senna wanting to lay down such strict conditions has nothing whatsoever to do with self-glorification. What the critics can't see is a fact of life which concerns Peter Warr every day of the year, yet one which he cannot even admit to in public.

That fact is that Lotus is no longer a top team. Since Andretti won his World Championship there in 1978, Lotus has won the pathetic total of four GPs, two of them thanks to Senna. And teams which want to recover their lost prestige must sometimes compromise themselves — as Peter Warr has done by ensuring that Ayrton Senna, surely the team's single biggest asset, gets the best of everything.

The reason that Lotus is no longer a top team is largely due to the impatience of its founder. In 1982, when the late Colin Chapman saw turbo-cars from rival teams outstripping the performance of his Cosworth-engined machines, he resolved to get a turbo at any cost. Lotus's traditionally clever chassis engineering could no longer compensate for superior power.

So Chapman rushed into a deal with Renault, and by the beginning of 1983 there were Lotus-Renault cars racing. Sadly, a heart attack had carried off Chapman himself a few months earlier. If Colin Chapman had followed the example of certain other British constructors and faced the realities of the turbo age, his team might not have been reduced to putting all its efforts into one driver this year. For Lotus, alone among the great names of British racing, has to spend its sponsors' hard cash on buying engines.

Other team owners opted to be more patient than Chapman had been and found more satisfactory solutions. Ron Dennis sold the idea of funding a Porsche engine to a sponsor (TAG), then went into partnership with his benefactor. Bernie Ecclestone and Frank Williams formed exclusive agreements with BMW and Honda, two major car manufacturers who didn't want to go F1 racing in their own names. Of course, Messrs Dennis, Ecclestone and Williams didn't see results immediately, but the first two have already won World Championships with turbos, and Frank looks due for his first turbo title very soon.

Not only do McLaren, Brabham and Williams get their engines for nothing: in at least two cases, their drivers' salaries are also paid by the engine maker or an associated sponsor. Meanwhile, at Lotus, the John Player budget has to pay not only the cost of building and running the cars but also the Renault engine bill and the drivers' salaries. If Lotus isn't a top team, I contend, it's because Lotus cannot afford to be a top team.

It's tough on Derek Warwick, who claims that Warr strung him along with false hopes of a place in the team. It's tougher still on Johnny Dumfries, who inevitably will have to sacrifice the vital first year of his career in F1 to the interests of his team mate. But the policy of putting all the Lotus eggs in the Senna basket is, I believe, the logical way to grab a World Championship. And a World Championship is now probably Lotus's only hope of securing a deal with a major manufacturer and the free engines which would enable the team to return, with two fully competitive cars, to the ranks of the top teams.

* * *

To Sestriere in late January to join the F1 drivers' ski week. This Italian resort near the French border, part of the Agnelli family's Fiat Fiefdom, annually welcomes a group of racing celebrities and their families, who this year included the Prosts, Rosbergs, Laffites and Boutsens. Among them were Johansson, de Cesaris and Patrese, and there were brief appearances by Giacomelli and Martini, while Eddie Cheever sent his wife and daughter while he himself dashed around in an attempt to find a team that would accomodate him.

Considering his close ties with the Agnellis, a significant absentee was Michele Alboreto. My colleagues among the Italian press explained that Michele's relations with some of their number have been strained for many months now, obliging him to stay away. That was a pity, because the atmosphere inside the Grand Hotel throughout the week was one of good fellowship between the drivers and those pressmen fortunate to have been invited.

In past years at Sestriere, the best skier among the drivers was proved to be Riccardo Patrese, but Rick dashed off to test the new flat-as-a-kipper Brabham at Estoril almost before he'd got his schusses sorted out from his ski bindings [sic]. It was a good thing he left when he did, because we were snowed in the following night by a blizzard which blocked all the roads and brought down the power lines.

The power was soon restored, enabling the traditional drivers' ski competition to get under way. Keke Rosberg stayed well away from this, a rather wise precaution considering the antics that Prost and Laffite were getting up to in the slalom. Stefan Johansson's Ferrari contract specifically forbids him from downhill skiing, and maybe Ron Dennis of McLaren will insert a similar clause into Alain's contract before too long.

by Mike Doodson

In fact, the best and most stylish skier was undoubtedly Teo Fabi, who turns out to have been a member of the Italian National Ski Team ten years ago. Laffite got 2nd place only because Prost missed a gate. There was a journalist's competition, but Graffiti declined to take part. It was your columnist's first attempt on skis and his confidence had been dampened earlier in the week by the humiliation of being overtaken by a mere girl. She can't have been more than five years old.

* * *

Back to Italy in February at the expense of Pirelli to attend a prize-giving and press conference in Milan. The conference was more like a two hour extended lecture, but our hosts had the foresight to combine it with lunch. Italians seem perfectly happy to chat away while someone else is speaking, but we Brits, gentlemen all, felt duty-bound every few minutes to check our earphones for the simultaneous translation into English. Although two multi-lingual ladies stuck valiantly to this essential task, I regret to report that I missed the presentation to the Israeli Rallycross Champion during the pasta course.

The previous evening we had reduced Pirelli's Mario Mezzanotte to a state of catatonic disbelief by informing him that there is a clique of Grand Prix race reporters who take very seriously the question of chassis numbers.

Now there's no point in publishing chassis numbers in your report if you don't get them exactly right. As we said to Mario, there must be at least seven Maserati 250F owners in the world who claim that they have the car which Fangio drove to his greatest-ever victory, at the Nürburgring, in 1957. Mr. Mezzanotte had to agree that thirty years from now it would not do if four people claimed to be the owner of the Brabham BT54 in which Nelson Piquet won Pirelli's first modern-day Grand Prix at Ricard last year.

What our tyre engineer friend could not believe, however, was that a small but dedicated group of motor-noters get together after the warm-up on the morning of every World Championship Grand Prix to discuss what they know : which team has switched chassis number plates for customs purposes, which brand new cars are actually rebuilt write-offs, and other minutiae which could eventually have great historic significance. Mario has been invited to sit in on one of these meetings. If you happen to be in the paddock in Rio with your notebook at around 11.30 on the morning of March 23, no doubt you will be allowed to join in.

Talking of Nelson, it was unfortunate that he was unable to collect the silver-plated trophy offered by Pirelli for that Ricard win. He sent his apologies from Learjet HQ in Wichita, where he is in the final stages of acquiring a licence to fly his new little USD $3 million plane, and the prize was picked up by his girlfriend Emanuela Enfi. Considering that Nelson is planning to win his third World Title on someone else's tyre product, it would have been undiplomatic to have attended anyway.

* * *

In view of the fact that Powerboat racing holds so little interest for the readers of GPI (see recent poll results), it will probably come as a surprise to you to know that Lamborghini dominated the Offshore category in 1985 with a "Marinised" 650 bhp version of their production V12 engine.

It is many years since your correpondent had the dubious pleasure of driving a Lambo, although memories spring to mind of a Miura which wanted to take off like a Boeing whenever it was travelling much faster than three figures.

A 5.2-litre version of the Lamborghini V12 currently powers an extremely silly device called the Countach, the now dated styling of which looks like a low wall with several loose bricks in it. It takes a brave man to drive a Countach in traffic, given the fact that it overheats quickly when stationary and the view behind the wheel is about the level of the exhaust pipe on a Transit van.

Flushed with the offshore successes of the engine, the Lamborghini factory has agreed to enlarge the V12 to 5.7-litres for a new Sports Car racing team set up by the UK concessionaire for the marque. I have it on good authority that although this engine will produce around 150 horsepower less than a Porsche 962, it is approximately twice the size of the Porsche flat-six and only slightly less than twice its weight.

The drivers are to be ex-F1 man Mauro Baldi and my old friend and colleague Tiff Needell, who will be facing the combined might of Porsche and Jaguar at Le Mans and other races this summer from behind the wheel of a Spice chassis motivated by this unit. Since we must assume that they know what they're doing, we must let fate take its course and wish them luck with the project.

The sponsors of the venture are to be our old friends at Unipart, who've been involved in some other outlandish schemes in the past. They stuck with the Triumph Dolomite F3 engine, without success, for two years, then later were involved with the Ensign F1 team until the debt collectors stepped in to call a halt. More recently Unipart joined the long list of co-sponsors at McLaren, where the company name appeared most prominently on the radiators of the Lauda/Prost cars.

It remains to be seen whether Unipart will get a better publicity return from Lamborghini than McLaren, unfortunately, their PR man doesn't exactly inspire confidence by always putting his home phone number on all his press releases. It makes one think that he expects any crisis to come up in the middle of the night.

* * *

A last note about a book which has just arrived with the compliments of Peugeot. Entitled "Peugeot 205, The Story Of A Challenge", it is Rally Manager Jean Todt's story of the Rally special which put an ailing car maker back on the sporting map and gingered up its reputation. Despite its many faults, this is a book which Rally fans will certainly want to have, for it pulls no punches and admits, for example, that the very first Prototype 205 Turbo 16 all but fell to bits when it did its first rough road test. Printed in France, the book is translated from French in a wooden half-baked style which may be familiar to GPI readers ("he entered the hairpin, clamping the brakes") [Thanks, Mike]. Almost all of the technical gen is hilariously wrong. Nevertheless, for an insight into an ambitious project which looked very dodgy in its early stages, it's worth looking out for. And considering that it was written by a Frenchman for a French audience, it is surprisingly honest. ■

TRIBUTE TO THIERRY SABINE

by Nevin Hickmet

Thierry Sabine narrowly escaped death when he got lost in the North African desert in 1977. The full extent of his passion for Africa was suddenly revealed to him and he vowed to share with as many people as possible the mysteries and splendours of Africa which had affected him so profoundly.

Thierry Sabine was a man whose need for adventure coincided perfectly with his genius for organising exactly the type of event more and more people are dreaming about. Unlike many of today's adventurers, Sabine wanted and needed to share his passion. By creating the gruelling Paris-Dakar Rally in 1978 he not only appointed himself a leader of men, but was also instrumental in making otherwise impossible dreams come true for a variety of people such as film stars, pop singers, ex-F1 drivers, teachers, mechanics, royalty, managing directors and so on.

An accomplished sportsman from the age of 14, Sabine's incredibly complicated idea came to him, ironically, in the same desert where his helicopter was to crash, killing him and four other people aboard.

A few years ago he had told reporters, *"The entrants live the Paris-Dakar as they had imagined it would be: an adventure in the true sense of the term. You also get the sort who think they're God's gift to rallying. But it's not up to them to decide. Africa decides for them."*

Africa first decided for Thierry in 1977 when he was taking part in the 2nd Abidjan-Nice Rally on a Yamaha 500 XT. He got lost in the Sahara desert (near Seguedine) for two days and two nights, alone, and without a drop of water or an inch of shade from the intense glare of the desert sun. *"The absence of shade,"* he wrote later, *"generates a feeling like claustrophobia. I decided to leave the bike and walk. I sucked stones to keep salivating and I thought about my life, how if I came out alive, I would eliminate all the totally useless and petty things in it."*

Miraculously, the cross he had engraved into the sand was spotted by the organiser from his helicopter, a mere speck in the immensity of the Tenere desert. The first words his saviour uttered were: *"You're living on borrowed time now."*

Thierry never forgot. *"That experience in the desert completely changed my approach to life. It made me more sensitive and intuitive. But more than anything, it created this incredible longing to go back. I knew I would, but not alone!"* Sabine had been given the benefit of the doubt, a second chance. But his suspended sentence terminated on January 14, 1986. Africa had decided.

DAKAR 1987

Gilbert Sabine, Thierry's father, and Patrick Verdois, now the man in charge of TSO, both confirmed that there would be a ninth Paris-Dakar. It has become a "classic" although independent of any sporting bodies and in view of its obvious success, from both the sporting and commercial points of view, it is highly improbable that it will be discontinued.

SABINE THE CREATOR

1949: Born in Boulogne s/Seine (France).
1963: Member of the French Junior Show Jumping Team.
Studies : Advertising, marketing.
1968-78: Took part in a wide variety of motor racing events (Rallies, Le Mans 24 Hours, Production), with over thirty wins to his credit and a number of titles, including the French Porsche Production Car Championship (Porsche Carrera 3l in 1974).
1974: Created the Le Touquet Motorcycle Enduro (now in its twelfth year).
1975-76-77: Took part in the Abidjan-Nice Rally (Yamaha 500 XT). Got lost for two days without water and, almost dying, swore he would go back, but not alone.
1978: Created the Croisière Verte Rally for motorcycles.
1978: Created the Paris-Dakar which left the French capital on December 25, in front of the Eiffel Tower.
1979: Created TSO (Thierry Sabine Organisation), structure to deal with all the organising behind his events.
1984: Created Croisière Bleue (Belgium) for motorbikes. Took over organisation of Rouen 24 Hours (powerboats). Created the Niamey-Bamako event (powerboats).
1986: January 14, Thierry Sabine (36) was killed in a helicopter crash with singer Daniel Balavoine, journalist Nathaly Odent, pilot François Xavier Bagnoud and Jean-Paul Lefur during the 8th Paris-Dakar (Gourma-Rharous, Mali).

COINCIDENCE?

Last November, Thierry Sabine was reccening for the Paris-Dakar in the Tenere desert and at the same time was "acting his own role" as the Rally Organiser for French film director Claude Lelouch who was on location in the Sahara. The production plane spotted a motor bike in the dunes. Under the saddle were papers in Sabine's name. It was the Yamaha 500 XT he'd left there ten years before when he'd come so close to death. He confided to Lelouch: "*I feel I belong to the Tenere. I would like to die here.*"

The key to the immense success generated by his modern day adventure was the call of the desert, promising the thrills and excitement of the unknown. Sabine believed it was as simple as that. The creator of the Paris-Dakar was integrated into the Rally in a way that no other organiser has ever been into an event. The dashing and usually bearded Sabine managed to exploit the 20th century sporting phenomenon in such a way that the competitors, the sponsors and the vast arm-chair audience it attracted were kept fascinated in unprecedented fashion. Even FISA has been setting aside the first three weeks of January as a permanent fixture on the motorsport calendar over the past few years.

SENSE OF IMPROVISATION

"What I remember most about Thierry was his gift for improvising at short notice. Going through Mauritania, we'd go flat out, because we knew he was up there behind us."
Patrick Zaniroli, 1985 winner (Mitsubishi).

Few men have had the prodigious ability of Sabine to reconcile their lust for adventure whilst making it a style of life rather than a means to earn money. It would be underestimating Sabine's irrepressible vocation as a born leader of men through the sharply contrasting African landscapes. And it would be entirely untrue to say "he did it for the money".

This year, "his" Rally attracted a record 480 entrants, all eager to follow him, with an impressive retinue of journalists, photograhers, film crews and medical assistance teams trying their hardest to keep up with the mad pace of the 8th Paris-Dakar.

Sabine had deliberately chosen an extraordinarily long and difficult route in order to make the Rally more equal for the privateers fighting against otherwise unbeatable works-entered opposition. No more "Only-a-fool-wouldn't-make-it-to-Dakar" type comments were made. Shrewd judgement, excellent navigational skills and staying power were more important than a cavalcade of indefatigable horsepower. Sabine was always "up there" in his white helicopter, ready to intervene and put his "lost sheep" back on the right path. *"If Sabine's not up there, I don't take the same risks"*. After the fatal accident, the confidence was gone. Pushing on until Dakar became a necessity if only to end the nightmare and get home. Such was the impact Sabine had and always had on "his" Rally.

STRAIGHT GUY

"He made me very angry in 1980 when he disqualified my brother, Christophe, who was taking part in a car. He'd taken a trail parallel to the main one and missed a TC. I shouted at Thierry but he wouldn't change the rules because it was my brother. It didn't matter if we were factory-entered competitors or privateers, the rules were the same for everyone. He was a very fair man. We cursed him often during the Rally but when it was over, we were all saying thank you for a great Rally."
Cyril Neveu, 1979, 1980, 1982 and 1986 winner (Honda).

Incredible organiser that he was, Sabine had a few quirks to his character which led to him being loathed by some of the people he knew. One of his eccentricities was to deliberately belittle his colleagues. A favourite trick would be to get his pilot to land the helicopter as near a group belonging to the Rally as possible. As he stepped down, the people would stagger forward, half-blinded by the dust swirled up by the 'chopper's blades and covered from head to foot in the wretched stuff. He'd look down and smile. He enjoyed the image he'd created himself.

Nevertheless, despite the pleasure he derived from humiliating his colleagues and in spite of his megalomaniac tendencies, Sabine was admired by all for the way he lived his life. Passionately. And for his unusual desire to share it with those who accepted his tough rules. He was exceptional in that he insisted on running the 22-day operation virtually single handedly, watching over his "flock", retrieving those that were physically incapable of going any further, or simply hopelessly lost.

THE ACCIDENT

No-one will ever be able to determine the exact circumstances of the helicopter accident in which Thierry Sabine and four other people lost their lives, 20 km from the Gourma-Rarhous halt. Night had overtaken Sabine and he was forced to land when a sand storm blew up reducing visibility even further. They stopped a Rally car and asked for a vehicle to be sent to fetch them. For some unknown reason, the helicopter took off and apparently, flying low, used the headlights of the car to guide them. The occupants of the car suddenly saw the helicopter swerve round and then heard a terrific crash as it hit the flat desert floor. A blade tip must have got caught in the sand, causing the craft to spin round on itself and come crashing down extremely heavily. Sabine and his fellow passengers were killed instantly.

Anyone who has taken part in the Paris-Dakar will remember Thierry's traditional early morning briefs, especially the ones he gave silhouetted against the crimson glow of the rising desert sun. Always in white (Sabine was very superstitious and never wore black), he'd raise the loud speaker to his lips as the competitors crawled out of their sleeping bags to gather round, rubbing their eyes, letting out long yawns, shaking the sand out of socks, helmets and gloves... *"Ten minutes later," he would say proudly, "they'll be lost, but they know I'll be there if they really need me. We've got a kind of understanding between us."*

Sabine's African adventure was based on the notion of geographical discovery. And most importantly, the personal discovery of one's inner self. A soul searching experience. ■

MARTIN BRUNDLE

STARTING FROM SCRATCH

MARTIN BRUNDLE IS A MAN WHOSE DOWN-TO-EARTH APPROACH TO MOTOR RACING AND TO HIS POSITION ON THE TYRRELL F1 TEAM, IN PARTICULAR, HAS HELPED HIM PUT ASIDE THE FRUSTRATIONS OF LOSING THE SIX POINTS HE SCORED DURING HIS FIRST GP SEASON OR OF NOT BEING ABLE TO FURTHER HIS ENDURANCE ACTIVITIES. THE NORFOLK MAN IS HUNGRY FOR VICTORY AND HE KNOWS HE CAN DEPEND ON KEN TYRRELL'S LEGENDARY LOYALTY TO HIS DRIVERS TO LET HIM CONCENTRATE ON WINNING.

by Mike Doodson

This is the second time that GPI has interviewed Martin Brundle on home ground in Kings Lynn. It's also the second time that we've found him in a car showroom, albeit this time in the branch of the family business that sells Peugeots rather than the main Toyota agency. Wearing an anorak against the early February cold, he looks sharp and fit. He's obviously itching to start racing again.

Though he still loves the cut and thrust of dealing in Peugeots and Toyotas, he's not as involved as he used to be in the family business. *"I had to fill in a hire purchase form last week, and I got lost. I used to whizz through things like that in my sleep. Although I'm covering here today because there's lots of people away on holiday, I don't sell cars during the winter, anymore. In fact, I'm just keeping an eye on the place. You've got to knock around a little bit: you've got to do what makes you happy, because all of your efforts and thoughts must go into your racing, and not necessarily into which flat you want to buy in Monte Carlo.*

"Liz and I have lived in this area all our lives: the family is here and we're happy here. I enjoy the family business, because for me it's an escape, it helps me to come down to earth from the Formula 1 world. I think it does me good to come back down to earth occasionally, because then you don't forget your roots or what life is all about."

On GPI's last visit, two years ago, my colleague Maurice Hamilton remarked that Martin Brundle seemed sure of

PR is quite well polished and I have a good approach to sponsors. Although I can hang it on the line and put in the quick lap at a place like Monaco, I don't think I excel in any one area."

Recently, Martin has been given a certain amount of advice by Jackie Stewart, who still has a soft spot for youngsters who, like himself 20 years ago, were picked up by Ken Tyrrell. The work they've done has been in the PR area, probably because Jackie has been away from cars too long to offer any really useful driving tips.

"I'm always compared with Jackie, which he may not be too happy about," says Martin. *"In '83 there were people who said that I was perhaps like Graham Hill, who made up in some areas for a lack of natural talent, but I don't see it quite that way. I think that I am naturally talented, because I can get into anything and drive it fast, witness the Rallysprint. I don't compare myself with any driver, but I do admire some of them, especially Niki Lauda and Jackie Stewart. I like Piquet, because he has everything so completely under control. He can win any motor race."*

Like Stewart, he ticks off the various pros and cons of being a Tyrrell driver. Like Stewart 15 years before him, he also has to push Ken hard into allowing him to give personal sponsors a patch on his overalls. *"If there's one aspect of driving for Tyrrell that I don't like, that is it. I've been with him for over two years, and apart from Howitt Printing, I've had nothing on my overalls from my own sponsors. Ken hasn't had much to put on them either. So far as I'm concerned it's a lot of revenue wasted, although Ken doesn't see it that way. In fact I tend to do a deal and then ask him if I can have the coverage. I'm aware of the fact that a driver's career is a short earning span, so the main thing that I've got to do is to start winning a few Grands Prix, then the money will look after itself."*

"I'M A BETTER ALL-ROUND DRIVER THAN AYRTON SENNA"

To Martin, as to all other ambitious young drivers, money is not so much a means of being comfortable as a mark of his true value compared to his peers. He and Liz have lived in the same house since they got married four years ago, and he wants to move but only because there isn't enough room there for his office and all his racing paraphernalia. They will stay in Norfolk for the time being, and he is happy to have made that decision, because it is one less item to detract from his concentration on racing. Nevertheless, while he feels he could be better rewarded, it doesn't nag at him. *"I'm in a much luckier situation than Jonathan Palmer, for example, who's still paying off his loans from the F3 days. I never had to do that throughout my career, and I never would have done, to be honest. I admire Jonathan for having done that, for having faith in himself, but if my career couldn't stand on its own two feet, talent-wise, then I wouldn't have done that."*

"I THINK THAT I'M NATURALLY TALENTED BECAUSE I CAN GET INTO ANYTHING AND DRIVE IT FAST"

There are pluses to being underpaid, of course, the most important of them being the 100 per cent loyalty which Martin gets from Ken Tyrrell as a team manaer. Though there are (and still are) certain drivers who have begged Ken for a drive in return for sponsorships, the boss sticks by his driver. *"And having talked about the most negative aspect of driving for Ken, I must say that his loyalty is the aspect that is the best part of my driving for him. He's a very hard man, but he's very fair. With him, a deal is a deal — although he wouldn't use a motor trader's term like that.*

"When I asked him if I could be released to go and drive for another team, he took up his option on me. And no, I'm not going to tell you who that other offer came from. But I can say that you always know where you stand with Ken, all the times."

Though Ken rarely change his mind on anything, he did ask Martin to relinquish his Jaguar drive with the Tom Walkinshaw team. Ken had just lost Stefan Bellof in that terrible Sports Car accident at Spa, and not surprisingly he decided he couldn't let his other driver leave himself open to the risk of a similar accident. *"I had very mixed feelings on that,"* admits Martin. *"First, look at it from Ken's point of view. He's got nothing to gain financially from me racing another car. At best, I'm going to get tired. At worst, I'm going to get killed or injured. Why should he allow it? What is he going to gain?*

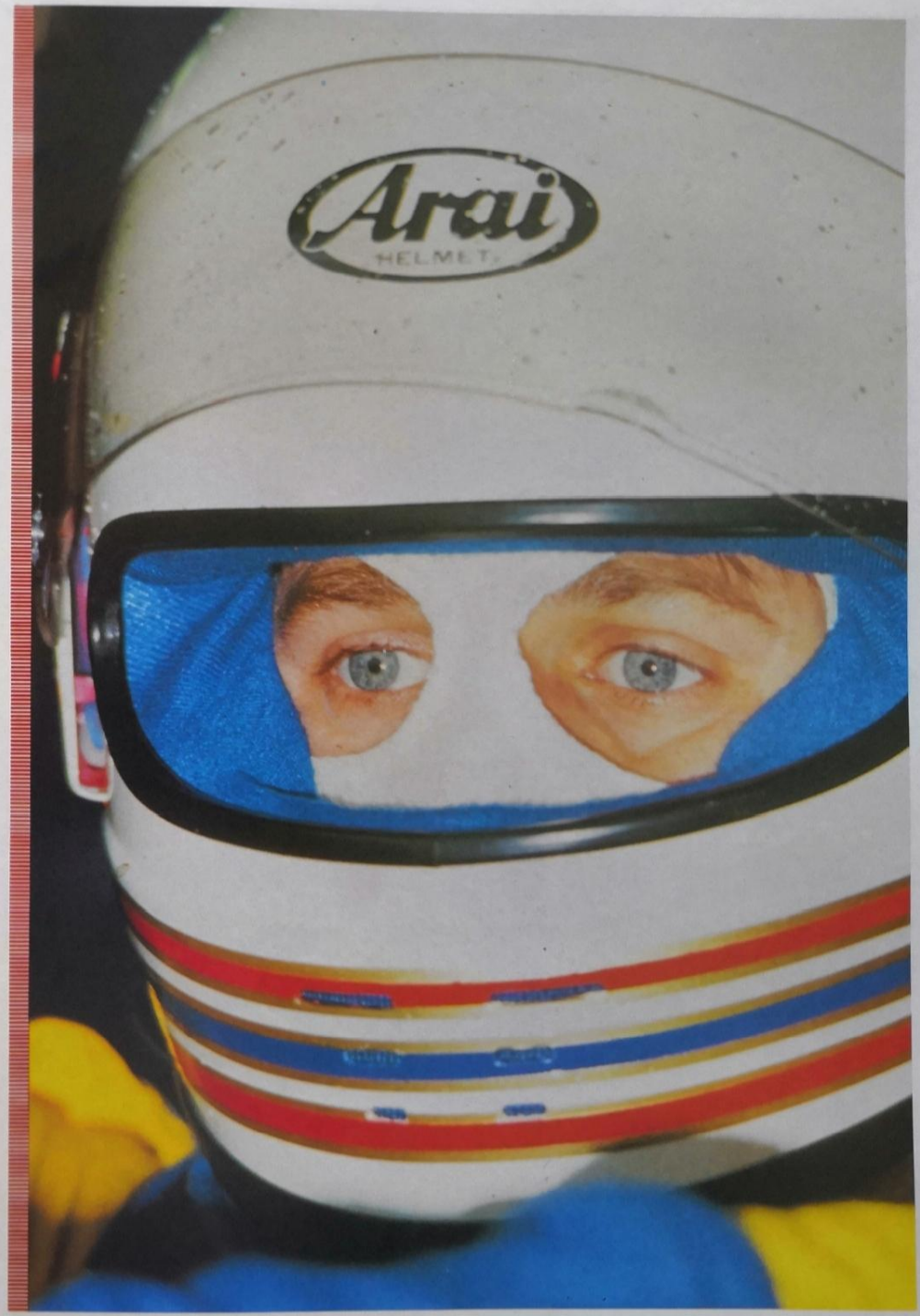
"Well, from that point of view, I did learn so much, personally, when we were setting up that new Jaguar. And that gained an awful lot for Tyrrell, because I'm still learning so much so fast... I'm on a steep learning curve. I also have to look at it from Tom Walkinshaw's point, because I let him down very badly, and I'm very aware of that. Personally, I lost a lot of money when I gave up the Jaguar drive, but I also lost the opportunity of winning races outright. At the time, with the Cosworth-engined Tyrrell, there was no hope of that, and that was the main reason why Ken originally let me accept the drive. In the end, though, I can understand Ken not wanting another phone call from Spa to say that he's lost his driver in a Sports Car race."

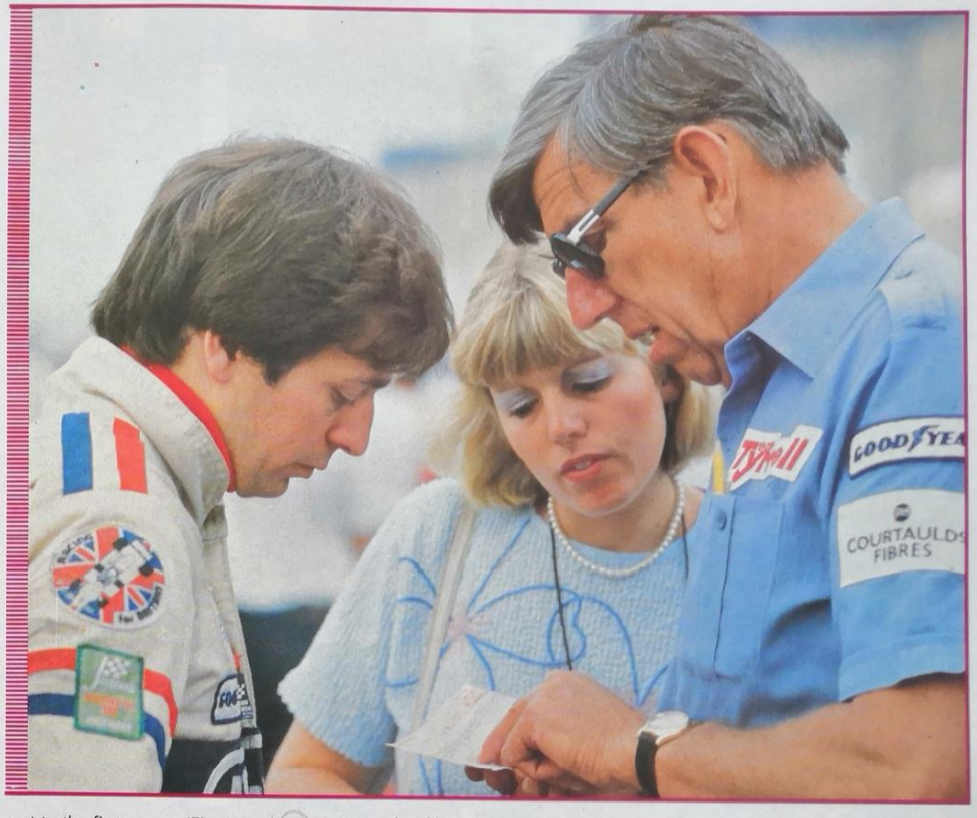
More than most drivers, Martin didn't let the death of Bellof affect him as much as it might have done. He deliberately distances himself from other drivers on a personal level. With the exception of Derek Warwick, even then, the friendship is fraternal rather than close. *"Derek is the only bloke that I'm anything like close to,"* he admits. *"We're good friends and we sometimes go out together, but I'm not a driver's driver. I don't think you can be real friends. After all, next week I might be trying to shove him off the road in Brazil. It's wrong to get too close, because you can't afford to give an inch on the track.*

"A DRIVER'S A DRIVER. IT'S WRONG TO GET TOO CLOSE, BECAUSE YOU CAN'T AFFORD TO GIVE AN INCH OFF THE TRACK"

"You never know when you're going to come round a corner on a qualifying lap and find the other guy stuffed into the barrier, half dead. At Monaco last year, quite untintentionally, Derek stuffed up my qualifying lap as we went into Casino Square. I was 22nd on the grid and needed another 0.2s to be in the race, so the tension was high.

"Drivers change when they're in the car: it's as if a little switch gets through when we put on our helmets. I've not been hard enough, and I'm going to be a lot tougher in '86. In a way, the Cosworth made me too polite: at a place like Estoril I was driving on the mirrors, because what was a little spot in the mirror at the beginning of the straight was likely to be filling it by the time we





got to the first corner. 'That's Rosberg, you'd better move over,' I would tell myself: 'you don't want to be slagged off by James Hunt on the telly this weekend.' That stopped to some extent in the last half of '85, and I'm going to be a hard bastard in '86."

I'M GOING TO BE A HARD BASTARD IN 1986"

Unable to pay for top drivers or to attract free engines from a major supplier, Tyrrell is caught in a financial trap. In order to find sponsorship, he must set his budgets lower than most successful rivals, and this is reflected in a lack of testing. What future, therefore, is there for a driver like Martin with his sights set on a World Title?

"I honestly believe that with Tyrrell there is just a chance that we could win a race this year. He's always put a good car out that's very reliable, even if we didn't have a very good record last year with our first Turbo engine. Like most other people, we had problems with our first Turbo car, you have to expect that. Now, though, he's got some money (from Data General computers), and he knows how to use it. He uses money very well. He's already got a 7 million head-start on most of the other teams because he doesn't have to pay two expensive drivers. I believe that the budget will be spent wisely, and although I can't see us starting from pole and leading all the way to the chequered flag, there is a good chance that we'll be able to cause a few surprises. Unfortunately, that last little bit may be what we're lacking, because we're not going to turn a wheel with our new car until the first race in Brazil."

This year, he recognises, is his chance to show what Brundle is worth. He looks across the showroom, past the shiny new Peugeots on the floor and beyond the bustling streets of Kings Lynn, to a more fulfilled future as a racing driver and a person.

"When you look back on my career, you'll see that it has all been pretty demanding, what with the Tyrrell thing, and my accident, and then having to struggle through most of '85 with the Cosworth. In the end, I reckon it will all turn out to have been good for me, because at this moment I find I'm so determined that I'm surprising even myself. I mean business in '86: I really want to get some results. I'm not just saying that as a bullshit factor, I really mean it. When I get to my rowing machine, I find that I'm growling at myself, I have to stop and ask myself 'Is this really you?' It is, though, I want results this year and I want to go into 1987 knowing at the beginning of the year that I've got a serious chance of winning the World Championship."

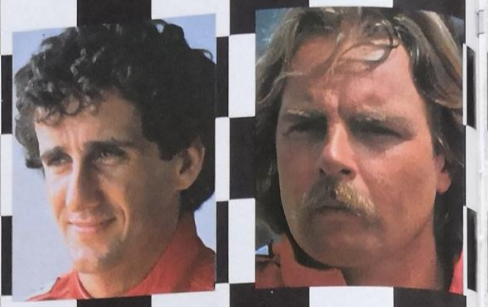
"I WANT TO GO INTO 1987 KNOWING I'VE GOT A SERIOUS CHANCE OF WINNING THE WORLD CHAMPIONSHIP"

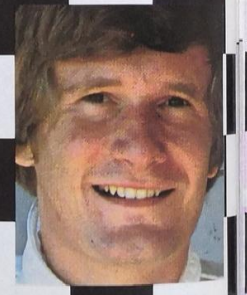
Having seen him at work in the showroom as well as in his racing car, he obviously means business. It will be interesting to interview Martin Brundle in another two years' time. ■

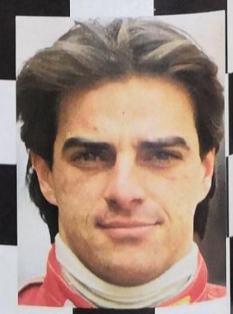
1986 TEAMS AND DRIVERS

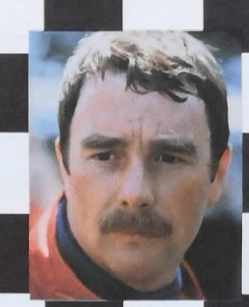
WITH ONLY A FEW WEEKS TO GO UNTIL THE 1986 FORMULA ONE CARS COME UNDER STARTER'S ORDERS IN THE HOT BRAZILIAN SUNSHINE, WE HAVE COMPILED A CONCISE WHO-HAS-GONE-WHERE GUIDE. EVERY YEAR, TEAMS COME AND GO, DRIVERS COME AND GO BUT TECHNOLOGICAL PROGRESS CONTINUES BY LEAPS AND BOUNDS. WITHOUT GOING INTO THE NUTS AND BOLTS PARTICULARS OF EACH TEAM, WE HAVE CHOSEN A MORE RELAXED APPROACH TO MAKE YOUR READING BOTH PLEASURABLE AND INFORMATIVE.

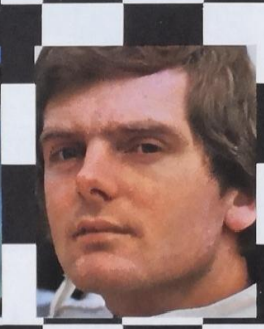
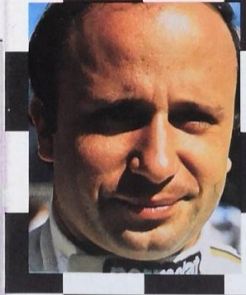
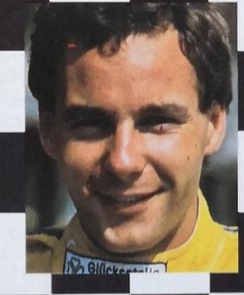
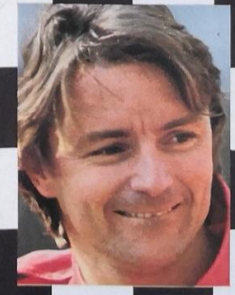
by Nevin Hickmet

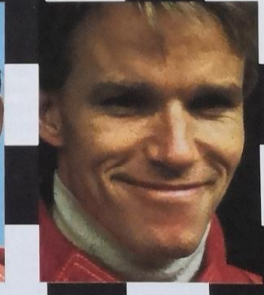








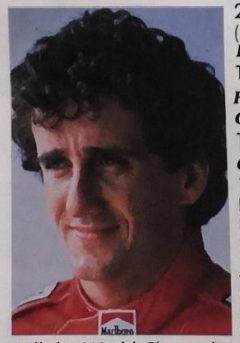







McLAREN

Championship winners two years running, the Marlboro McLaren team are the perfect reflection of high automotive technology successfully associated with the opulent image of their main backers. The cigarette company's connection with the ultra-sophisticated McLaren team goes back a long way and has ensured that they get nothing but the best —drivers, designers, team managers, engines, mechanics, etc., etc. Always very professional in their approach, can be relied on to provide another excellent year's results. Hopefully, they will have been practising wheel changes over the winter break. Have they got the motivation for a third consecutive World Crown? They've got the package.

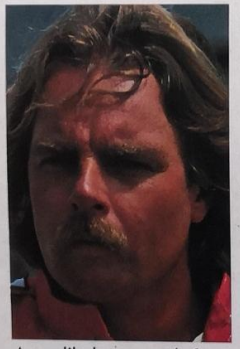
1 ALAIN PROST



(French)
Born:
24/2/55 in Saint Chamond (F)
F1 Debut:
1980 Argentina (McLaren)
Formula One World Championship:
1985 (McLaren)
Championship Record:
1971-2 French Kart, 1976 F Renault, 1977 European F Renault, 1978 French F3, 1979 European F3
Marital Status:
Married to Anne-Marie, one child, lives in Switzerland

Will the World Champ be as cool, calm and collected now that Niki Lauda is no longer at his side? We think that he will but the weeny Frenchman's going to have to fight hard for a second World Title.

2 KEKE ROSBERG



(Finnish)
Born:
6/12/48 in Stockholm (S)
F1 Debut:
1978 South Africa (Theodore)
Formula One World Championship:
1978 (Williams)
Championship Record:
1971 Finnish Scandinavian Kart, 1973 Formula Vee
Marital Status:
Married to Sina, one child, lives in Ibiza

As unlikely a match for Prost as you could want. Still, there's no doubting that once Rosberg's mastered the McLaren, the 1982 World Champion could win elsewhere than on street circuits.

ENGINEERING AND MANAGEMENT
McLaren International Ltd,
Boundary Rd, Woking, Surrey
Tel: 04862 22721
Telex: 859453.
Team Manager: Ron Dennis
Sports Director: Ron Dennis
Designer: John Barnard

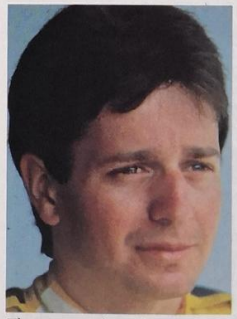
TEAM RECORD:
Created in 1963. 1st GP Monaco 1966.
Drivers' Championship: 1974 Fittipaldi, 1976 Hunt, 1984 Lauda, 1985 Prost.
Constructors' Championship: 1974, 1984, 1985.

1986 CAR: McLaren MP4-2B
Engine: TAG/Porsche V6 Turbo
Tyres: Goodyear
Main Sponsor(s): Marlboro, Saima, Shell, Boss

TYRRELL

Ken Tyrrell's team have quickly adjusted themselves to the era of turbo technology. Although the already hardworking mechanics were spending even longer hours in the pits as various tweaks were made to the temperamental Renault engine, they never looked close to giving up. The 014 chassis had its first outing at the French GP and since then much work has been done concerning the aerodynamics. The British constructor has earned himself a reputation as an accurate "Talent Scout" and tends to consider his drivers more like sons than part of a business contract. Tyrrell's staying power is admirable in a game he once excelled in. Perhaps a major sponsor will do the trick.

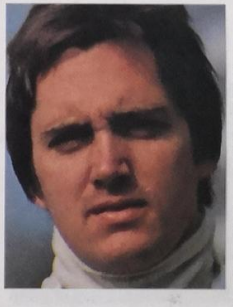
3 MARTIN BRUNDLE



(British)
Born:
1/6/59 in King's Lynn (GB)
F1 Debut:
1984 Brazil (Tyrrell)
Championship Record:
1980 BMW County Championship, 1982 British F3
Marital Status:
Married to Elisabeth, lives in King's Lynn

The man who almost beat Senna in the 1983 F3 series could at last prove that he is the "New Jackie Stewart" that Talent Scout Tyrrell recognised in him. Just a question of getting the engine right now.

4 EDDIE CHEEVER



(American)
Born:
10/1/58 in Phœnix, Arizona
F1 Debut:
1978 South Africa (Hesketh)
Championship Record:
1974 European Kart
Marital Status:
Married to Rita, lives in Monaco

Not the friendliest of drivers with his fans last year. Perhaps a place on a new team will make him happier. Obviously works out a lot in the gym. Sparkles under hazardous conditions. Keep cool, man!

ENGINEERING AND MANAGEMENT
Tyrrell Racing Organisation,
Long Reach, Ockham, Woking, Surrey
Tel: 04865 4955
Telex: 859146.
Team Manager: Ken Tyrrell
Sports Director: Ken Tyrrell
Designer: Maurice Phillippe

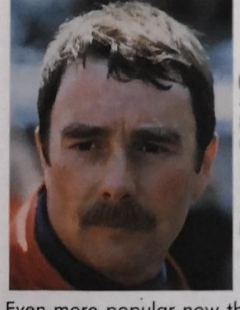
TEAM RECORD:
Created in 1960. 1st GP Canada 1970.
Drivers' Championship: 1971 Stewart, 1973 Stewart.
Constructors' Championship: 1971.

1986 CAR: Tyrrell 014
Engine: Renault V6 Turbo
Tyres: Goodyear
Main Sponsor(s): General Data

WILLIAMS

Will Frank Williams and his team clinch another World Title? With two wins per driver last year, the 1500 cc, V6, 80° Honda RA 163-E engine now appears to combine power and reliability with phenomenal top speed. Transmission is through a 6-speed Williams/Hewland gearbox and output is estimated at over 600 PS. Designer Patrick Head's FW10 chassis can be relied upon to cope with all that Japanese horsepower. Always smart in their brightly-coloured uniforms (the Brabham mechanics, dressed in Prison Blue, call them Clown Suits), the Williams mechanics are a good example of team efficiency, especially during wheel changes.

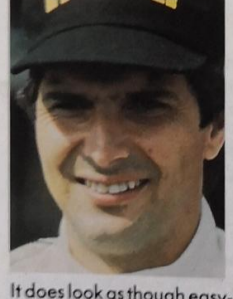
5 NIGEL MANSELL



(British)
Born:
8/8/54 in Upton-on-Severn (GB)
F1 Debut:
1980 Austria (Lotus)
Championship Record:
Brush Fusegear FF 1600
Marital Status:
Married to Rosanne, two children, lives in Isle of Man

Even more popular now that he's got two wins to his credit. Nigel is one of the few drivers to hang around the pits when practice is over. Has his golf improved as much as his driving?

6 NELSON PIQUET



(Brazilian)
Born:
17/8/52 in Rio de Janeiro (Br)
F1 Debut:
1974 Germany (Ensign)
Formula One World Championship:
1981 (Brabham) and 1983 (Brabham)
Championship Record:
1976 Brazilian Super Vee, 1978 British F3
Marital Status:
Divorced, one child, lives in Monaco

It does look as though easy-going Nelson has got himself into the right team at the right time for a stab at a third World Crown. The popular Brazilian's going to miss Gordon Murray but Frank Williams will take him jogging.

ENGINEERING AND MANAGEMENT

Williams Grand Prix Engineering Ltd, Basil Hill Rd, Didcot, Oxon
Tel: 0235 815161/818161
Telex: 837632.
Team Manager: Frank Williams/ David Stubbs
Sports Director: Frank Williams
Designer: Patrick Head
Chief Mechanic: Alan Challis

TEAM RECORD:

Created in 1969. 1st GP Spain 1969.

Drivers' Championship: 1980 Jones, 1982 Rosberg.

Constructors' Championship: 1980, 1981.

1986 CAR: Williams FW 10
Engine: Honda V6 Turbo
Tyres: Goodyear
Main Sponsor(s): Canon, Mobil, ICI, Denim

BRABHAM

Team manager Bernie Ecclestone's got his knickers out of a twist and his sponsors happy with two experienced Italian drivers. Gordon Murray's sensationally low and sleek BT 55 has been entirely redesigned to accommodate the new version of BMW engineering chief Paul Rosche's 4-cylinder engine. The car is 23 cm lower than its predecessor and the resulting drag coefficient is exceptionally low. The German engine is now inclined to the left at 70° and Pete Weismann has developed a seven-speed transverse-mounted gearbox. It took the designers 117,000 hours to complete the Anglo/German project with an investment of £6,800,000. The Brabham boys are going to miss Nelson this year.

7 RICCARDO PATRESE

(Italian)
Born:
17/4/54 in Padoua (I)
F1 Debut:
1977 Monaco (Shadow)
Championship Record:
1976 European F3
Marital Status:
Single, lives in Monte Carlo

Back with Bernie and Brabham after an extremely frustrating fling with Alfa Romeo. Riccardo first won at Monaco in 1982 and then at Kyalami the following year with Ecclestone's team. Looks promising...

8 ELIO DE ANGELIS

(Italian)
Born:
20/3/58 in Rome (I)
F1 Debut:
1979 Argentina (Shadow,
Championship Record:
1974 Italian Kart, 1976 European Kart
Marital Status:
Single, lives in Monaco

Now that Elio's rival is no longer "with" him but in the opposite camp, we may very well see more fighting spirit in the elegant Italian's driving. Elio and Gordon — why not?

ENGINEERING AND MANAGEMENT

Motor Racing Developments, Rœbuck House, Cox Lane, Chessington, Surrey
Tel: 01 391 0121
Telex: 928850
Team Manager: Bernie Ecclestone
Sports Director: Herbie Blash
Designer: Gordon Murray
Chief Mechanic: Charlie Whiting

TEAM RECORD:

Created in 1961. 1st GP German 1962.

Constructors' Championship: 1966, 1967.

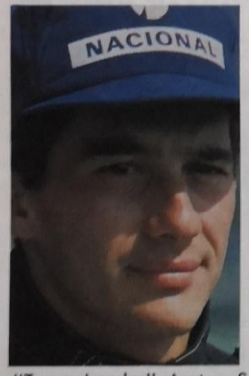
Drivers' Championship: 1966 Brabham, 1967 Hulme, 1981 Piquet, 1983 Piquet.

1986 CAR: Brabham BT 55
Engine: 4-cylinder BMW Turbo
Tyres: Pirelli
Main Sponsor(s): Olivetti, Pirelli

LOTUS

With a string of impressive pole positions to their credit last year, thanks to Ayrton Senna, Team Lotus were unable to confirm during the race for a variety of reasons, mainly due to the unreliability of the Renault engine. Peter Warr, in his role as the highly efficient team manager, tends to assume practically all the responsibilities which is not necessarily to the advantage of the team. Gérard Ducarouge's excellent road holding chassis, smartly liveried in black and gilt, must be in the Top Three Chassis rating. Hopefully, 1986 will be less frustrating if the Renault engine men get rid of the gremlins, once and for all.

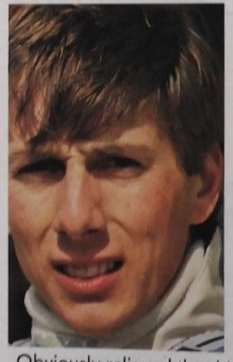
12 AYRTON SENNA



(Brazilian)
Born:
23/3/61 in Sao Paulo (Br)
F1 Debut:
1984 Brazil (Toleman)
Championship Record:
1982 FF 2000, 1983 British F3
Marital Status:
Divorced, lives in Reading

"Team Leader" Ayrton Senna (as he is now known) remains one of the season's favourites. Incredible car control, come rain or shine. Must have made his shoe maker rich...

11 JOHNNY DUMFRIES



(British)
Born:
26/4/58 in Scotland
F1 Debut:
1986 Brazil
Championship Record:
1984 British F3
Marital Status:
Married to Freddie, one child, lives in Fakenham.

Obviously relieved that his wait in the F1 wings is over, Johnny's into Lotus because of his team mate's relentless refusal to have the more experienced and potentially dangerous Derek Warwick as No. 2. Can the British F3 champ keep his footing?

ENGINEERING AND MANAGEMENT

Team Lotus, Ketteringham Hall, Wymondham, Norfolk NR18 9RS
Tel: 0603 811190
Telex: 975341.
Team Manager: Peter Warr
Sports Director: Peter Warr
Designer: Gérard Ducarouge

TEAM RECORD:

Created in 1954. 1st GP Monaco 1958.
Drivers' Championship: 1963 Clark, 1965 Clark, 1968 Hill, 1970 Rindt, 1972 Fittipaldi, 1978 Andretti.
Constructors' Championship: 1963, 1965, 1968, 1970, 1972, 1973, 1978.

1986 CAR: JPS Lotus 98 T
Engine: Renault V6 Turbo
Tyres: Goodyear
Main Sponsor(s): John Player Special

ARROWS

Arrows team manager Jackie Olivier is still chasing after that elusive first Grand Prix victory. Thierry Boutsen clinched the runner-up spot last year at Imola, proving that the BMW-powered A8 can do it, if perhaps overall consistency on a variety of circuits is still lacking. Barclay cigarettes are continuing to invest in the Arrows car as a means to create "brand awareness" amongst the vast following that F1 attracts. Difficult to put a label on this British team which enjoys a "high tech" image. Perhaps it's their authenticity and natural wit that makes them somehow rather different in their approach to F1. Interesting.

17 MARC SURER

(Swiss)
Born:
8/9/51 in Aresdorf (CH)
F1 Debut:
1979 US East (Ensign)
Championship Record:
1972 Swiss Kart, 1979 European F2
Marital Status:
Single, lives in Kidington

A quiet and unassuming character, his brilliant driving almost went unnoticed during 1985. Perhaps he needs someone to look after his press relations? With six F1 seasons behind him, Marc's got the skill and courage.

18 THIERRY BOUTSEN

(Belgian)
Born:
13/7/57 in Brussels (B)
F1 Debut:
1983 Belgium (Arrows)
Championship Record:
1978 Benelux F Ford
Marital Status:
Married to Patricia, lives in Brussels

Always looks so serious and so young at the same time! Bags of determination, has proved he's got guts when up front (2nd at Imola, 1985). Shouldn't be too long now before he's on that magic top step!

ENGINEERING AND MANAGEMENT

Arrows Racing Team Ltd,
Unit 39, Barton Rd, Bletchley,
Milton Keynes, Bucks
Tel: 0908 70047
Telex: 825776.
Team Manager: Jack Oliver
Sports Director: Alan Rees
Designer: Dave Wass

TEAM RECORD:

Created in 1977. 1st GP Brazil 1978.

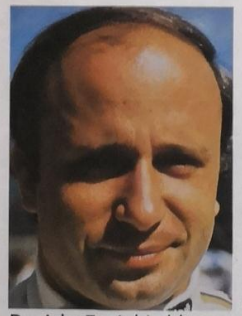
Best GP Results: Sweden 1978 2nd (Patrese), Long Beach 1980 2nd (Patrese), Imola 1985 2nd (Boutsen).

1986 CAR: Arrows A8
Engine: 4-cylinder BMW Turbo
Tyres: Goodyear
Main Sponsor(s): Barclay

BENETTON

A new name for the former Toleman Motorsport group. The Italian knit-wear company have put Davide Paolini in charge. Designer Rory Byrne's TG 186 will at last have the kind of engine worthy of putting its excellent road holding characteristics into full view. Toleman know how to keep secrets and no-one still really knows what went on under the nose cone last season. Pirelli have agreed to continue supplying their tyres without the commotion of last year which had the Toleman team missing the opening rounds. With a substantial cash flow now available, it shouldn't be long before this unfailing group of determined individuals see their efforts crowned with success.

19 TEO FABI



(Italian)
Born:
9/3/55 in Milan (I)
F1 Debut:
1982 San Marino (Toleman)
Championship Record:
1977 F Ford, 1978 NZ Formula Pacific
Marital Status:
Single, lives in Milan

Don't let Teo's big blue eyes or sad expression fool you, "Droopy" — as he's known by his colleagues — is fast, very fast. The shy little Italian's skills have been vastly underrated.

20 GERHARD BERGER

(Austrian)
Born:
27/8/59 in Wörgl (A)
F1 Debut:
1984 Austria (ATS)
Championship Record:
1979 AlfaSud Trophy, 1981 German F3
Marital Status:
Single, lives in Wörgl

Tall, good looking and fast. A rare combination in F1! Now on the eve of his second full season, has the talent to be a regular points finisher. Niki Lauda's successor? Definitely worth watching, spectacular style.

ENGINEERING AND MANAGEMENT

Benetton Motorsport,
Witney Trading Estate, Station Lane,
Witney, Oxon
Tel: 0993 74221
Telex: 837941.

Team Manager: Davide Paolini
Sports Director: Peter Collins
Designer: Rory Byrne

TEAM RECORD:

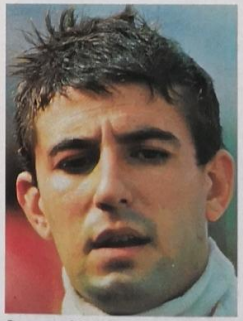
Created in 1985. Formerly Toleman (1st GP Italy 1981. Best GP Result: 2nd Monaco 1984 (Senna)).

1986 CAR:
Benetton TG 186
Engine: 4-cylinder BMW Turbo
Tyres: Pirelli
Main Sponsor(s): Benetton

OSELLA

Former Abarth racing driver Enzo Osella created his own team in 1972 and chose the Antonio Tomaini (now at Ferrari) designed Abarth-Sport 2L, with which Arturo Merzari clinched the Europe Sport series crown. Osella then took on Eddie Cheever who won three F2 races and subsequently moved up into F1, again with Eddie Cheever. In 1983, Alfa Romeo agreed to supply Osella with its V12 engine to replace the Cosworth and in 1984 the FA1G had the V8 version to power it. Keen and determined despite enormous financial difficulties, a mid-season driver change, mechanical problems and poor qualifying results. Will Chiti's Motori Moderni make things easier?

21 IVAN CAPELLI



(Italian)
Born:
25/5/63 in Milan (I)
F1 Debut:
1985 Europe (Tyrrell)
Championship Record:
1984 European F3
Marital Status:
Single, lives in Milan

Spotted by Ken Tyrrell during a heroic carve-up the field in atrocious driving conditions at a F3000 round in 1985. Raced for Ken and finished 4th at Adelaide, his 2nd GP! Should look less bewildered on an all-Italian team.

22 CHRISTIAN DANNER

(German)
Born:
4/4/58 in Bavaria (D)
F1 Debut:
1985 Belgium (Zakspeed)
Championship Record:
1985 F3000
Marital Status:
Single, lives in Germany

After four years in F2, the tall and trendy Christian moved into 1985's new F3000 series and took the European title with style. Extremely easy-going and approachable. Easily recognisable — he is the only F1 driver to sport an ear ring in his left ear lobe!

ENGINEERING AND MANAGEMENT

Osella Squadra Corse,
via Brandizzo 245, Volpiano,
Turin (I)
Tel: 011 988 1694/4584
Telex: 212412.
Team Manager: Enzo Osella
Sports Director: Enzo Osella
Designer: Giuseppe Pedrotta

TEAM RECORD:

Created in 1972. 1st GP Kyalami 1980 (Cheever). Best 1985 GP Result: Australia, 8th (Rothengatter).

1986 CAR:
Osella FA1 G
Engine: Motori Moderni
Tyres: Pirelli
Main Sponsor(s): ?

LIGIER

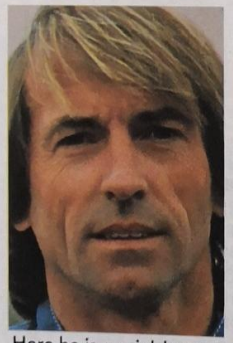
Guy Ligier's brilliant idea of taking ex-Renault men Gérard Larrousse and Michel Tétu to get the Ligier-Renault competitive was a judicious piece of foreseight. Often a points-finisher last year with the ever-popular Jacques Laffite, Ligier has got his "package" neatly together with the blessings of the French President himself. Now fully-seasoned, and everything pointing in the right direction for success, this could be an occasion to prove to the World that the French can get their act together! And do well...

23 RENE ARNOUX

(French)
Born:
4/7/48 in Grenoble (F)
F1 Debut:
1978 Belgium (Martini)
Championship Record:
1977 European F2
Marital Status:
Married, lives in Bologna

The Frenchman with the shifty eyes is back in F1 — much to the pleasure of his fans — after a year's enforced lay-off and in a French team. Hopefully, he'll have gained in self-confidence and provide some of the thrilling action as in the good ol' days!

26 JACQUES LAFFITE



(French)
Born:
21/11/43 in Paris (F)
F1 Debut:
1974 Germany (Iso)
Championship Record:
1972 F Renault, 1973 French F3, 1975 European F2
Marital Status:
Married to Bernadette, two children, lives in Stoke Podges

Here he is again! Jacques — we won't call him the Old Man of Racing — did the right thing when he signed on at Ligier last year. Open, chirpy and enthusiastic, that's Jacques. Probably do René the world of good.

ENGINEERING AND MANAGEMENT

Ligier Gitanes,
105, route d'Hauterive,
03200 Abrest (F)
Tel: (70) 32 24 11
Telex: 99072.
Team Manager: Guy Ligier
Sports Director: Gérard Larrousse
Designer: Michel Tétu

TEAM RECORD:

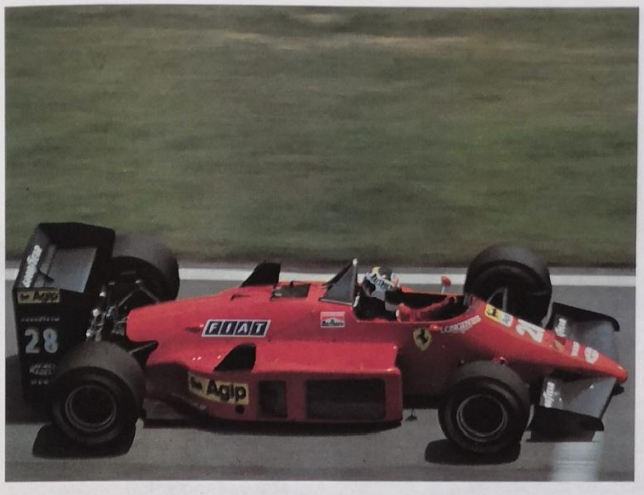
Created in 1969. 1st GP Brazil 1976.

Best Drivers' Championship Result:
1979, 1980, 1981, 4th (Laffite).

Best Constructors' Championship Result: 1980, 2nd.

1986 CAR:
Ligier JS 25
Engine: Renault V6 Turbo
Tyres: Pirelli
Main Sponsor(s): Elf, Gitanes

FERRARI



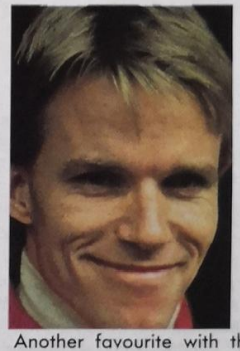
Difficult to forget the disappointments of what began as such a promising 1985 season. There's no doubting, though, that the Grand Man himself, Enzo Ferrari, will have made sure it never happens again. Ferrari has become a national passion which has been caught by F1 fans the World over. It's difficult to pinpoint the exact reason. Could be one of several from a long tradition to the agressive red colour to the way Mr Ferrari runs the business. The factory's private track, Fiorano, has been enlargened for even more intensive inter-season and inter-race testing. Ferrari can't afford to disappoint again.

27 MICHELE ALBORETO

(Italian)
Born:
23/12/56 in Milan (I)
F1 Debut:
1981 San Marino (Tyrrell)
Championship Record:
1980 European F3
Marital Status:
Married to Nadia, lives in Milan and Monaco

Obviously disappointed after last year's results at Ferrari. Is the determination still there? Once behind the wheel, his Latin origins will get the adrenalin flowing through his veins. Quiet off the track, an aggressive racer.

28 STEFAN JOHANSSON



(Swedish)
Born:
8/9/56 in Vaxjo (S)
F1 Debut:
1984 Great Britain (Tyrrell)
Championship Record:
1980 British F3
Marital Status:
Single, lives in Monaco

Another favourite with the ladies! Excellent performances, especially when he has to carve his way up through the field. Less relaxed now that he's at Ferrari. Could do very well.

ENGINEERING AND MANAGEMENT

Scuderia Ferrari,
Casella Postale 589,
41100 Modena (I)
Tel: 0536 941161
Telex: 510013.
Team Manager: Enzo Ferrari
Sports Director: Marco Piccinini
Designers: Antonio Tomaini, Harvey Postlethwaite, Ildo Renzetti

TEAM RECORD:

Created in 1929. 1st GP Turin 1948.
Drivers' Championship: 1952 Ascari, 1953 Ascari, 1956 Fangio, 1958 Hawthorn, 1961 Phil Hill, 1964 Surtees, 1975 Lauda, 1977 Lauda, 1979 Sheckter.
Constructors' Championship: 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983.

1986 CAR Ferrari 156/86
Engine: Ferrari V6 Turbo
Tyres: Goodyear
Main Sponsor(s): Agip, Fiat, Marlboro

MINARDI

Giancarlo Minardi created his team in 1974 and after a successful collaboration with Ferrari in F2, the Commendatore asked him to enter Giancarlo Martini (Pierluigi's uncle) in selected races at the wheel of a Ferrari F1 car. In 1980, Team Minardi built two F2 chassis, the design of which was undertaken by Giancarlo Caliri (ex-Ferrari) of Fly. By 1981 there were three F2 BMW-powered Fly 281s for Alboreto and Cecotto, with a win at Misano for the Italian. Minardi entered two cars in 1982 for Nannini and Barilla. In 1985, the Minardi M184 was ready for F1. Young Martini will drive the M185 at Brazil and Spain. The M186 will be unveiled at Imola. Hopefully the Minardi will get off that bottom row and become a regular finisher.

23

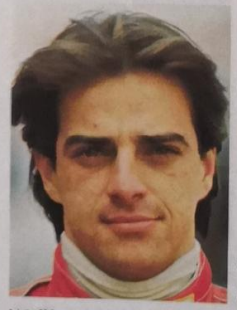
ANDREA DE CESARIS

(Italian)
Born:
31/5/59 in Rome (I)
F1 Debut:
1980 Canada (Alfa Romeo)
Championship Record:
1979 British F3 runner-up
Marital Status:
Married, lives in Rome

One of the fastest drivers in F1 but Andrea has trouble keeping his boyish enthusiasm under control. He had one of the most impressive accidents in Austria and walked out of the wreckage unhurt — and out of Ligier. Give us a wink, then, you're back in!

24

ALESSANDRO NANNINI



(Italian)
Born:
7/7/59 in Siena (I)
F1 Debut:
1986 Brazil
Championship Record:
1981 Fiat Abarth, 1982 Italian F3
Marital Status:
Married to Paola, lives in Siena

Well known for his successes on the Lancia-Martini World Endurance Championship team alongside "established" F1 drivers. Good testing ability, can be relied on to hoist the team up a few rungs. Real Italian hot stuff!

ENGINEERING AND MANAGEMENT

Minardi Team,
Via Spallanzani 21, Faenza, Ravenna (I)
Tel: 0546 62 04 80
Telex: 551339 MINCAR.
Team Manager: Giancarlo Minardi
Sports Director: Giancarlo Minardi
Designer: Giacomo Caliri

TEAM RECORD:

Created in 1974. 1st GP Brazil 1985 (Martini).

Best 1985 Result: 8th, Australia.

1986 CAR:
Minardi M 185 (M 186 after Spain)
Engine: 6-cylinder Motori Moderni Turbo
Tyres: Pirelli
Main Sponsor(s): Simod

ZAKSPEED

The German cigarette-sponsored team made a bold move indeed when they entered F1 with their own engine last year. Despite a number of ups and downs, the Zakspeed team seem to be every bit as confident and convinced that they can make it. Norbert Kreyer designed the 1495 cc, 4-cylinder Zakspeed Formula Racing engine which develops over 900 bhp. Transmission is through a Paul Brown-designed gearbox with Hewland internals. Hopefully this year's Bosch Motronic system will eliminate the management system problems of last year.

14

JONATHAN PALMER

(British)
Born:
7/11/56 in London (GB)
F1 Debut:
1983 European (Williams)
Championship Record:
1981 British F3, 1983 European Championship
Marital Status:
Single, lives in Reading

Incredibly enthusiastic with his German car and team. Always has something encouraging to report on — even if he retired during the early laps. The Doc' will be on duty at all the World Championship rounds.

ENGINEERING AND MANAGEMENT

Zakspeed Formula Racing, Brohltalstrasse, Niederzissen, W Germany
Tel: 02636 14 31 34
Telex: 863316 ZAKD.
Team Manager: Erich Zakowski
Sports Director: Helmuth Barth
Designers: Paul Brown, Norbert Kreyer

TEAM RECORD:

Created in 1968. 1st GP Portugal 1985 (Palmer).

Best 1985 Result: 11th, Monaco.

1986 CAR:
Zakspeed 861
Engine: 4-cylinder Zakspeed Turbo
Tyres: Goodyear
Main Sponsor(s): West

BEATRICE

The Beatrice company empire's promotional effort to get their name across the world by sponsoring a Formula One team was without a doubt the most daring technological, sporting, political and financial piece of manœuvering on the F1 scene in 1985. Team manager Carl Haas has been reunited in this mega-dollar venture with his one time rival, ex-law graduate Teddy Mayer. A new lease in life then for the veterans of motor racing? Who knows, they could have another trick up their sleeves! The future augurs well — they chalked up an 11th placing on only their second outing, at last year's closing round. And this season they've got the Ford Turbo. Not to be underestimated.

15

ALAN JONES

(Australian)
Born:
2/11/46 in Melbourne (A)
F1 Debut:
1975 Spain (Hesketh)
Formula One World Championship:
1980 (Williams)
Championship Record:
1978 CanAm
Marital Status:
Married to Bev, one child, lives in Surfer's Paradise

Back to F1 with more than a mere fistful of dollars to motivate the 1980 World Champion if he needs it. Ruthless, speaks his mind but should surprise a few of his detractors.

16

PATRICK TAMBAY

(French)
Born:
25/6/49 in Paris (F)
F1 Debut:
1977 Great Britain (Ensign)
Championship Record:
1977 CanAm, 180 CanAm
Marital Status:
Married to Dana, one child, lives in Wimbledon

Well-spoken, a real gentleman, can be relied upon as a good PR person for the team. Appears to be very satisfied with his new set-up. Will AJ's influence rub off on him?

ENGINEERING AND MANAGEMENT

Beatrice Formula One Team, Force-A2, Skyway 14, Calder Way, Horton Rd, Poyle, Bucks.
Tel: 01 379 7989 (CSS Promotions Ltd)
Telex: 22432.
Team Manager: Carl Haas
Sports Director: Teddy Mayer
Designers: John Baldwin, Neil Oatley

TEAM RECORD:

Created in 1968. 1st GP Portugal 1985 (Palmer).

Best 1985 Result: 11th, Monaco.

1986 CAR:
Beatrice THL 1
Engine: 6-cylinder Ford Turbo
Tyres: Goodyear
Main Sponsor(s): Beatrice

IN THE INTERIM

As the tension builds up until the first Grand Prix of the 1986 season kicks off at Jacarepagua on March 23, the F1 teams went for a seven-day pre-season testing session at the Rio de Janeiro circuit. A number of new cars have still not turned a wheel. Once the new season is underway, however, there'll be little time to spare to make important modifications as one Grand Prix weekend follows another in rapid succession.
Will McLaren maintain its position as the top team? Will the Williams-Honda cars confirm the potential of the might they revealed at the end of last season once the question of reliability had been solved? Will Ferrari have overcome its disappointments and problems during the winter? Will the Lotus-Renault obtain as many pole positions as it did last year? And just how aerodynamically efficient will the new Brabham BT55 really be? Suspense guaranteed until the last minute!

ELEVENTH-HOUR INFORMATION AS GPI WENT TO PRESS:

- Eddie Cheever has been nominated to drive the Data General Tyrrell car No 4 alongside Britain's Martin Brundle.
- Ayrton Senna was fastest during the first day of testing at Jacarepagua in the Lotus-Renault (1m 32.44s).
- Gordon Murray on the 7-speed Weismann gearbox featured on the new Brabham BT 55: "The 7th gear will be especially useful during qualifying when the engine is much more powerful than in race configuration. It will also help save on fuel down long straight lines such as on the Paul Ricard circuit."
- Mike Thackwell put in the 12th fastest time (1m 49.63s) at the wheel of the RAM.
- Gerhard Berger has signed a contract with the Benetton (ex-Toleman) team to partner Teo Fabi. Apparently BMW had been insisting that the young Austrian get the No 2 position as the German constructor will be supplying the Italian clothes company's cars with their engines during 1986.
- René Arnoux: "The new Ligier JS27 is superb. The engineers have obviously put in a lot of work and I'm confident that with Jacques Laffite we'll be able to give the Ligier team the victory they deserve."
- De Angelis: "Despite the unusual driving position, the Brabham BT55 is really easy to drive. Very easy. No problem at all." The Italian was 4th fastest (1m 34.71s) during the first day of the Brazilian testing week.
- Nigel Mansell began testing at Jacarepagua in the "old" Williams-Honda until his car arrived mid-week. With a 3rd fastest time of 1m 34.65s on the Monday it's obvious that Frank Williams's team is going to very competitive.

NUMBER and DRIVER	1. ALAIN PROST 2. KEKE ROSBERG	3. MARTIN BRUNDLE 4. EDDIE CHEEVER	5. NIGEL MANSELL 6. NELSON PIQUET	7. RICCARDO PATRESE 8. ELIO DE ANGELIS	11. AYRTON SENNA 12. JOHNNY DUMFRIES	14. JONATHAN PALMER
TEAM	McLaren International	Tyrrell Racing Organisation	Williams GP Engineering Ltd	Motor Racing Developments	Team Lotus International	Zakspeed Formula Racing
CHASSIS	McLaren MP4-2B	Tyrrell 014	Williams FW10	Brabham BT55	Lotus 98T	Zakspeed 185
ENGINE	TAG Porsche V6 Turbo	Renault V6 Turbo	Honda V6 Turbo	4-cylinder BMW Turbo	Renault V6 Turbo	4-cylinder Zakspeed Turbo
TYRES	Goodyear	Goodyear	Goodyear	Pirelli	Goodyear	Goodyear
SPONSOR	Marlboro, Saima, Boss, Shell	Data General	Canon, Mobil, ICI, Denim	Olivetti, Pirelli	JPS, Olympus	West
TEAM MANAGER	Ron Dennis	Ken Tyrrell	Frank Williams	Bernie Ecclestone	Peter Warr	Erich Zakowski
DESIGNER	John Barnard	Maurice Phillippe	Patrick Head	Gordon Murray	Gérard Ducarouge	Paul Brown

1986 BRIEF FORMULA ONE GUIDE

NUMBER and DRIVER	15. ALAN JONES 16. PATRICK TAMBAY	17. MARC SURER 18. THIERRY BOUTSEN	19. TEO FABI 20. GERHARD BERGER	21. IVAN CAPELLI 22. CHRISTIAN DANNER	23. ANDREA DE CESARIS 24. ALESSANDRO NANNINI	25. RENÉ ARNOUX 26. JACQUES LAFFITE	27. MICHELE ALBORETO 28. STEFAN JOHANSSON
TEAM	Beatrice Formula One Team	Arrows Racing Team Ltd	Benetton Motorsport	Osella Squadra Corse	Minardi Team	Equipe Ligier	Ferrari SEFAC
CHASSIS	Beatrice THL 1	Arrows A8	Benetton B 186	Osella FA1 G	Minardi M185	Ligier JS 27	Ferrari 156/185
ENGINE	Ford V6 Turbo	4-cylinder BMW Turbo	4-cylinder BMW Turbo	Motori Moderni V6 Turbo	Motori Moderni V6 Turbo	Renault V6 Turbo	Ferrari V6 Turbo
TYRES	Goodyear	Goodyear	Pirelli	Pirelli	Pirelli	Pirelli	Goodyear
SPONSOR	Beatrice	Barclay	Benetton		Simod	Elf, Gitanes	Agip, Fiat, Marlboro
TEAM MANAGER	Carl Haas	Jackie Oliver	Davide Paolini	Enzo Osella	Giancarlo Minardi	Guy Ligier	Enzo Ferrari
DESIGNER	John Baldwin, Neil Oatley	Dave Wass	Rory Byrne	Giuseppe Pedrotta	Giacomo Caliri	Michel Tétu	Antonio Tomaini, Harvey Postlethwait, Ildo Renzetti

PORSCHE — STRIKE ONE!

AL HOLBERT'S WIN AT THE DAYTONA 24 HOURS MEANS THAT HE HAS EQUALLED PETER GREGG'S RECORD OF THE HIGHEST NUMBER OF IMSA WINS AND SHAKEN OFF THE EVIL STAR WHICH HAS BROUGHT HIM SO MUCH UNLUCK IN THIS EVENT. TODAY'S WINNERS ARE YESTERDAY'S RUNNERS-UP AND VICE VERSA.

by Jean-Marc Teissèdre

The "Daytona Driving School"! The NASCAR stars get in some street circuit practice —Labonte/Parsons/Gant at the wheel of the Oldsmobile No 28 (top).

The BMW-GTP was visible in the paddock but was withdrawn from the race. (bottom)

There's nothing particularly unpleasant about "having" to race at Daytona. The weather's good and so is the food (try the steaks, and the Californian wine's not bad either!!) and there's everything you need to spend a great week. The beginning of the year, though, started out badly with freezing North winds blowing, not to mention the tragedy of the space shuttle blowing up on lift off. Upon arrival at the circuit, the organisers informed us of the withdrawal of the two BMW—GTP entries which they had been relying on to give the race some spice during the opening hours. Towards the end of the 24-hour race, however, the fight to the finish was a close one with three cars on the same lap and each as determined as the other to claim the kudos on the podium. By that time, NASA had almost certainly located the cause behind the Challenger catastrophe, America had begun to relax and Florida too.

THE NEW BOYS WITHDRAW

Chronologically speaking, the first important happening was BMW's announcement to withdraw its entries. A spokesman for the North American branch of the Munich-based company, said it was the direct result of one of two prototypes being destroyed by fire during a testing accident at Road Atlanta by John Andretti (Mario's brother). Nothing about the circumstances of the accident was mentioned.

Although there were no BMWs present, there remained the turbo-powered Corvette GTP, driven by van der Merwe and Doc Bundy. As at the closing round to the 1985 season, it obtained pole position relatively easily. It certainly looked very fast and was in fact a whole 3s faster than its rivals with the exception of one car.

In keeping with tradition, only the first two starting positions are allocated on the first day of qualifying. Everything, therefore, has to be ready for the Thursday session in order for a team to become the focus point of the media.

General Motors' Ford V6 Turbo engine was down on paper as developing 600 bhp (add another 100 bhp for qualifying) which meant that the black, white and grey Corvette had little difficulty out-running its rivals. Sarel van der Merwe wasted no time and established an impressive 1m 39.381s target to beat. Only one Porsche was able to pick up the gauntlet, a 962, with Fenchman Bob Wollek at the wheel. The South African was home and dry despite Wollek scorching round the Florida track to put in a time of 1m 39.854s. The Frenchman's immediate follower was Drake Olson with a time of 1m 42.279s! "*I could have perhaps been a shade quicker but I can't be certain that I would have got pole position,*" declared Wollek to reporters on Thursday evening. "*We're here for an Endurance race and not a sprint. I don't see the point of destroying the car just to get on the front page of Saturday's papers.*" Bob's point was proved thirty minutes before the start on Saturday. The Corvette was forced to withdraw with chronic vibration problems, necessitating the replacement of the engine and transmission which would take a good three hours. To the great delight of team owner Bruce Leven, his car (which he was co-driving with Wollek) was alone on the front row of the grid. Pleased, too, were the Bridgestone men who had invested heavily in the Frenchman.

The Daytona 24 Hours commenced, therefore, without the Corvette and BMW-GTPs which was a pity in that we were left with the usual Porsche/Jaguar fight which is nothing unusual on either side of the Atlantic. With the difference that the touts had trouble predicting which Porsche would win.

A total of nine 962s were present at the start, making it pretty obvious that one of them would win. Porsche chalked up its 15th win at the Daytona 24 Hours, but the story had a different ending from the traditional "Unbeatable Porsche crosses line ahead of four or five sister cars". There were several reasons, the first being that there were many absentees and, secondly, the competitive "Made in Stuttgart" cars only race in GTP. Finally, the other rival constructors' cars had nothing to prove, as they were conceding well over 4m to the leaders.

PORSCHE — A COSTLY VICTORY

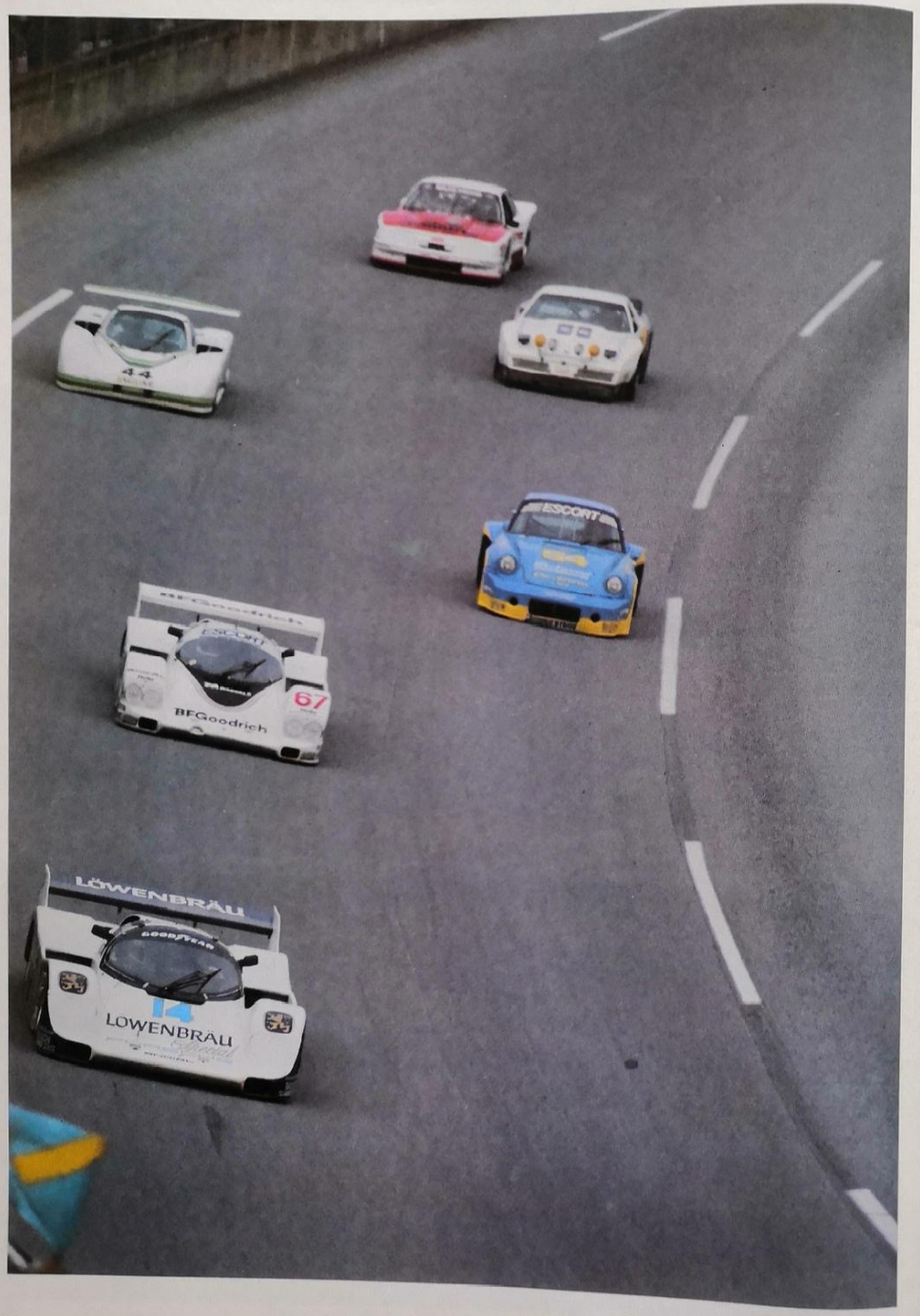
In spite of the many experienced drivers taking part in the 24-hour race, no one seemed to really heed their instructions. This year's new regulations forbid the turning up (or down) of the boost pressure knob elsewhere than in the pits. The pressure is set before the start. As the chequered flag gave the signal to unleash the pack, the Olson/Dyson/Cobb car, sporting No 16, bolted out ahead, leaving its nearest rivals trailing far behind. As Derek Bell put it after the finish: "*We weren't taking part in the same race! The results prove my point.*" True Derek, but when the drivers of the other 962s saw what Olson had done, they quickly forgot about race tactics and by the end of the first hour, were all bunched up together. All, that is, except for the Joest entry, which had already bowed out. Brun had been delayed (why later on) and Wollek was conceding two laps because of a disconnected turbo-to-engine duct.

Bell, Lammers and especially Stuck then encountered serious problems which cost them (respectively) five laps, one hour in the pits (transmission) and an early retirement. The German's 962 backed straight into a wall under braking at the chicane. "*I don't know what happened,*" the reigning World Champion said after the race. "*I hardly depressed the brake pedal and the car spun.*" A photo in the following day's paper revealed that the rear left wheel on Hans's car was in a strange position just before he hit the wall (see end of report).

Not much later, the commentator announced that the Porsche No 86 (Leven/Wollek/Daly) had crashed into another car and the pace car was called out whilst the debris was cleared away. Dusk was falling and already half of the Porsche 962s had been eliminated. There were few incidents during the night but as dawn broke, Olson retired with engine failure. If that wasn't enough for the Porsche outfit's morale, Jan Lammers took over from Morton at 10:30 and promptly went off in the in-field area, causing serious damage to the second BF Goodrich entry which had been lying in 50th position after

Particularly numerous teething problems for the Jaguar XJR 7s.

After only a couple of laps, the Boutsen/Larrauri/Sigala Brun-entered 962 was an early retirer (below).



180 minutes of racing and at the time of the incident, 4th. This meant that out of the nine 962s entered, only three were left and when Warwick was seen limping back to the pits, everyone thought that victory would go to Ford.

Porsche were still in the running with the Holbert and Preston Henn teams. The many retirements didn't augur well, anything could happen still. Warwick/Mass rejoined the race and the last quarter of the Daytona classic was contested between the same three cars as at the previous edition, and almost in the same positions, with the difference that Foyt was leading Bell/Holbert.

Twelve months before, the positions changed round with 90 minutes to go until the chequered flag. This year, the script was identical, for at 12:50 Sullivan was held up with throttle cable problems. After a slight panic in the pits to get the right spring and then two laps to check everything was OK and readjust the turbo pressure setting, the Holbert/Bell/Unser Jr trio had taken over their spot and had even pulled out a little. The public (approximately 45,000 spectators) showed their enthusiasm as the Mass/Warwick/Busby/Brassfield team reeled themselves into within less than a minute of AJ Foyt's 962. Foyt stayed out until the end.

The Goodrich was in trouble with a split exhaust and a sliding seat problem. AJ Foyt put in some scintillating driving and moved past Holbert 15m from the flag to finish on the same lap as the leaders. Preston Henn's already impressive Daytona 24 Hours record over the past four years has become even more so and now boasts two firsts (1983/85) and two seconds (1984/86). He is already looking forward to 1987!

The last time Porsche didn't win at Daytona was back in 1976 when BMW did. The organisers had stopped the race because water had been found in the competitors' fuel and when the number of laps had been recalculated, the second placed team emerged as the winners, having put in more laps than the supposed winners. Porsche have won every race in the past decade, no matter what rules and regulations have been devised. This time, despite their weight handicap, the 962s proved they were still head and shoulders above their rivals, as they were in 1985. Naturally, things might be different over a shorter distance, but for the moment, I predict that Jochen Mass and Derek Bell are the most likely 1986 Championship winners having scored 12 and 20 points respectively with their main series rivals on the absentee list.

John Bishop and his friends' motive behind penalising certain engines was to give the Jaguar V12 and Chevrolet V8 a higher chance of scoring a victory. The result is not exactly satisfactory although it must be said that there are no well-structured March-chassis teams to be of any real threat. There is but a slim chance for a March car to repeat the 1984 results of the Kreepy Krauly outfit. Apart from the "Leon Brothers" (March 85G-Porsche), they are of the 84G-type and there is even an 83G (ex-Holbert!!). It was hardly surprising, then, to see that all the Marches had retired by mid-race.

1986 REGULATIONS — NO MORE OUTSIDERS

Jaguar's problem was different in that the XJR 7s are too recent. It was a gamble on the part of Bob Tullius to begin with a 24-hour race. On Thursday, for example, none of the Jaguars put in more than two laps because of a faulty batch of transmission shafts. During the race the No 44 Jaguar (Tullius/Robinson/Ballot Lena) kicked off its long list of pitstops by changing the front cover early on, then the water radiators, soon after it was the oil radiators that needed replacing, and then the internals of the gearbox had to be seen to, and to finish with, the Jag ran out of petroll But that's another story. With so many retirements being made, the Group 44 Jaguar finished an incredibly surprising 6th!!

The No 6 Jaguar (Haywood/Redman/Schuppan) was forced into retirement at 09:30 on Sunday morning when the engine blew. By the half-way stage, the No 6 was already conceding the grand total of almost 100 laps to the leaders (who had covered 360). Bob Tullius's smart green and white Jaguars will most probably make their next appearance at the Le Mans 24 Hours in June.

IMSA OR DEUTSCHE RENNSPORT MEISTERSCHAFT?

With drivers like Jochen Mass, Hans Stuck, Bob Wollek, together with Thierry Boutsen and Paolo Barilla at the wheel of Joest or Brun team Porsches, and an armada of German journalists outnumbering their American colleagues, you could easily have forgotten this was Florida and not Nuremberg. The throbbing of the Chevrolet V8 was reassuring. IMSA has, nevertheless, changed a lot over the years. This year didn't feel quite as exciting as in previous years. Corvettes and Camaros are on the way out and Pontiacs and Oldsmobiles almost extinct. Revolving cylinder engines are a common feature on all the Camel Light cars which means that the new Argos are excluded from the fight. It's more than likely that this tendency in IMSA will entail more and more privateers dropping out because of the enormous budget (especially in the US) required to maintain such sophisticated cars. That's what happened to the German Championship; the FISA World Championship lost all its Group Bs and it looks like the trend is spreading.

Sponsors are prepared to invest huge sums. But they want a car that can win. The Porsche 962 is the obvious choice, but they also want the "specialists". This year, even the Whittington Brothers were "away". Preston Henn didn't go to the

Bob Wollek in Bruce Leven's 962 before his position on the works Porsche team became official. The Frenchman had a nasty fright as he literally dropped out of the race (left).

Joest's 962 at Daytona featured a 956 rear cover and a lateral exhaust (right).

trouble of pulling on his overalls but let Luyendick, AJ Foyt and Sullivan exhibit his sponsors' colours.

Bruce Leven has ordered a 962 from Holbert which will be delivered in the beginning of April. Wollek's chances of defending his position have suddenly become higher and Bruce can put in a couple of laps at the wheel of his Porsche when he feels like it. Still, at $50,000 a piece, not many can afford that kind of luxury.

Last autumn, it was decided that the big names in Stock Car racing should be let out onto street circuits. This means that increased TV coverage will attract more sponsors and, of course, more cash. But, and there is a but, Messrs Petty, Yarborough, Allison and Co are going to have to learn how to turn the steering wheel other than to the left! Yes, the Nascar boys will have to turn both to the left and to the right and revise their driving techniques. This explains why Ford and General Motors entered stars such as Pancho Carter, Terry Labonte (1984 Champion), Harry Gant, Bill Elliot, Kyle Petty (son of King Richard), Ricky Rudd (see GPI No 100) for the Daytona 24 Hours. The other option was to send them to a race driving school such as Bob Bondurant at Riverside. Apparently the Ford boys faired better than their GM rivals.

THE LIGHTS WEREN'T VERY HEAVY!

There were four Argos and four Tigas, three Royales, one Alba and one Lola entered in the Camel Light class (the equivalent of our C2-FISA). The engines were just as varied with Ford, Mazda, Buick and Ferrari power units available for the non-turbo contingent. Maximum engine size is limited to 3 litres.

Finotto and Facetti had fitted a Ferrari 308 engine into their Argo AR6 chassis. It dominated its class rivals during qualifying. And so it should have with 400 bhp at hand, a good 100 bhp more than the Mazda package, for example. Unfortunately, a spark plug broke and shattered the "Crazy Italians" dreams. The reigning Champions (Downing/Maffucci/O'Steen) were unable to defend their title and let victory go to Rubion/Mummer/Schneider, in one of only two GTP cars left at the end of the race!

Jack Roush was naturally pleased when three of the four Mustangs finished, and two of them just behind the Porsches in fourth (Hester/Hassey/Mueller) and fifth (Ludwig/Jenner/Pruett) positions. Last year, the best-placed Mustang finished 8th. But why, then, hasn't the Probe probed (sorry!) its way to a better success rate? In light of the Detroit-based company's obvious wealth, something should be done about spreading it. Failure after failure has occurred since the C 100 to clinch that outright victory both in IMSA and World Championship rounds. Isn't it really possible to build around the Mustang engine?

THE EUROPEANS IN THE RACE

Reinhold Joest's entirely revised 962 with its lateral exhaust system was shrouded in an air of mystery. When the mechanics opened the engine cover, a blanket was quickly thrown over it to prevent curious eyes from peering. Qualifying hadn't been an affair to be proud of, 1m 46.407s on the first day, compared with the fastest 962s time of 1m 39.854s. The following day Barilla improved with a 1m 42.248s giving Joest a place on the outside of the second row of the grid. After only six laps, a rotor arm went and Joest's Porsche 962 was out of the running.

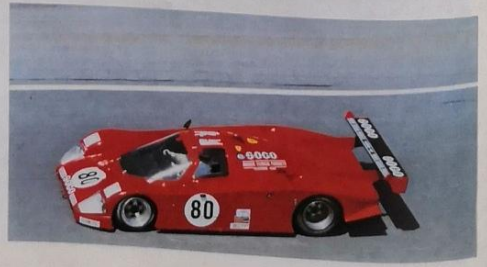
A faulty ignition on the Brun Motorsport 962 prevented the team from taking part in the first qualifying session and then the engine was changed but the carburation was never good. The No 3 car driven by Boutsen/Sigala/Larrauri pitstopped for 55m after the warm-up lap! Not a very serious performance from these men whose visiting cards are covered with all sorts of Championship Titles and Crowns!

First Stuck and then Wollek both proceeded to go off. "*I don't think I've ever bounced 4 metres into the air like that before,*" the Frenchman told me when he came back to the pits. "*I had been following Harald Grohs (March Porsche) for three laps, he knew I was trying to get past but he kept baulking me. Going out of the Chicane, I decided to get under his wing and into his slipstream to get past him under braking. At that precise moment he suddenly braked because, he says, he was scared of getting trapped between the wall and the car we were about to overtake. I was caught unawares and braked even harder than him. I hit the rear end of the March and spun off, crashing backwards into the wall. I suddenly found I was in the air and all the side panel had been ripped off. As I hit the ground, the front part of the chassis was severely damaged.*" The next day, though, Wollek found out that he hadn't in fact hit Grohs, the rear end of the March revealed no traces of the incident and more importantly, the rear end of his own car was undamaged meaning that he hadn't even hit the wall.

What had happened was that Stuck had braked so hard that the rear right wheel went under the car and tore off the pannel, causing the red and black 962 to leap up in the air. Stuck had been involved in a similar incident two hours before, as had Warwick on Sunday morning. The very minute the No 67 (Busby/Blassfield/Warwick/Mass) lost its lead, Jan Lammers roared out of pit lane with new brake pads and fresh tyres and had an extremely nasty off in the in-field area. It took marshals over two minutes to get the Dutchman out of the wreckage and he was taken to hospital. Fortunately, nothing serious apart from bruising and shock were diagnosed.

DAYTONA WINNERS — HOLBERT/BELL/UNSER

The Holbert/Bell/Unser Jr victory was gratifying for all three men and for various reasons. For Britain's Derek Bell, it was the first time he had won the American classic, and it is a win that makes his racing record even more impressive than it already was! Holbert equalled the record of most IMSA wins (41, a record held by Peter Gregg) and it was a first win-ever in the event for him too. Al Unser Jr clinched his second IMSA win on the trot (he won with Holbert at the closing round to the 1985 IMSA series). And now they're all busy preparing for Miami. ■



The Preston Henn 962 (left) driven by Foyt/Luyendyk/Sullivan

One of the main attractions at the Daytona 24 Hours — the Ferrari-engined Alba entered by the Carma team (right).

Second pole position on the trot in two months for van der Merwe at Daytona (top).

Hester/Hassey/Mueller and their Ford Mustang took the GTO class and crossed the finish line a very flattering 4th overall (bottom).

OVERALL RESULTS

1. HOLBERT/BELL/UNSER (Porsche 962), 712 laps or 4,0709 km in 24 hours, at an average speed of 169.723 kph.
2. Foyt/Sullivan/Luyendk/Henn (Porsche 962) 712 laps.
3. Busby/Brassfield/Warwick/Mass (Porsche 962) 711 laps.
4. Hester/Hassey/Mueller (Ford-Mustang) 622 laps.
5. Jennot/Pruett/Ludwig (Ford-Mustang) 614 laps.
6. Tullius/Robinson/Ballot Lena (Jaguar XJ) 607 laps.
7. Rubino/Mummery/Schneider (Mazda Argo) 600 laps.
8. Johnson/Shaw/Dunham (Mazda RX7) 597 laps.
9. Gonzales/Daylia/Soto (Porsche Royale) 575 laps.
10. Reed/Kendall/Hogdal/Rinzler (Mazda RX7) 563 laps.
11. Baldwin/Leizlinger/Alexander/Carden (Nissan 280 ZX) 537 laps.
12. Morton/Mass/Lammers (Porsche 962) 512 laps.
13. Fonscoa/Mensez/Jamsal (Porsche 934) 512 laps.
14. Fowells/Cowart/Miller/Hendrickson (Mazda Argo) 511 laps.
15. Walker/Ruibright/Northam (Chevrolet Corvette) 506 laps.
etc.

A DELTA IN THE LION'S DEN

THE MONTE CARLO, OPENING ROUND OF THE 1986 WORLD CHAMPIONSHIP, LIVED EVERY BIT UP TO ITS PROMISE. WITH FIVE MANUFACTURERS AND THIRTEEN DRIVERS CAPABLE OF PLAYING THE LEADING ROLES ON THE RALLY AND WITH EVER CHANGING WEATHER CONDITIONS, WHICH MEANT THAT COMPETITORS NEEDED TO BE CONTINUOUSLY VIGILANT AND WHICH RENDERED TYRE CHOICES PARTICULARLY CRUCIAL, THERE WAS NEVER A DULL MOMENT. ONE MAN, HOWEVER, STOOD OUT FROM THE OTHERS: HENRI TOIVONEN, WHO TOOK THE LATEST THOROUGHBRED FROM LANCIA TO ITS SECOND SUCCESSIVE VICTORY IN JUST TWO OUTINGS.

by Chris Williams and Jean-Paul Renvoizé

TEAM BY TEAM

Some fine and consistent driving from Hannu Mikkola who came near to victory

The quality of the entries on this year's Monte Carlo was probably the highest it has been in many years. Hopefully this will be the trend for the rest of the World Championship series. No less than 10 factories were represented officially and half of those were potential winners of the event, whilst the others had a real chance in Group A.

On home ground, Peugeot were present in force with three Evolution 2 205 Turbo 16s (930 kg for 450 bhp) for World Champions, Salonen/Harjanne, Saby/Fauchille and, for their first appearance on the classic winter rally, Kankkunen/Piironen. Another newcomer to the Peugeot squad, Michèle Mouton was happy to be at the start of a Monte again. With Terry Harryman alongside, Mouton was driving the heavier, less powerful (980 kg for 350 bhp) Evolution 1 car, entered by Peugeot Talbot Deutschland. Not surprisingly, the French cars were on tyres supplied by Michelin who had brought along no fewer than 14 different sorts of tyres: five slicks for dry stages, one intermediate tyre, one rain tyre, a choice of two for maximum-snow conditions and five for mixed (snow/tarmac) stages. Michelin were also supplying the rubber for Audi, Citroën, Austin Rover, Fiat (!), Renault and Mazda. Pirelli looked after Lancia, VW and Alfa Romeo. For the record, the forthcoming Ford RS200s will be on Pirelli.

Audi had entered two Sport Quattro S1s for Mikkola/Hertz and for four times winners of the event, Röhrl/Geistdorfer. Both cars were fitted with the manual 6-speed gearbox and the Torsen Gleason central differential. They weighed in at 1,150 kg for a shade over 500 bhp.

Confident after their RAC success, **Lancia** were present with three cars for Alen/Kivimaki, Toivonen/Cresto and Italian crew, Biasion/Siviero. The Delta S4 weighs 1,000 kg and power output is now said to be over the 450 bhp mark.

The other stars to shine on the RAC, **Austin Rover**, had two cars for Pond/Arthur and Wilson/Harris. Both drivers were on their first ever Monte Carlo. John Davenport, team manager, said before the start that the great advantage of the little MG Metro 6R4s (just over 1,000 kg for 400 bhp) was that they didn't have a turbo and that the major handicap was that they didn't feature a turbo!

The only Group B car to be making its debuts on the Monte was the **Citroën** BX 4 TC for which a power of 380 bhp is claimed for 1,150 kg. Andruet/Peuvergne and Wambergue/Vieu were the drivers of the two cars present.

The Group A category promised to be a closely fought out affair. Most powerful cars in the group were the two **Mazda** 323 4x4s in the hands of Carlsson/Bohlin and Warmbold/"Biche". The Japanese car features a turbo-charged, 4-valves per cylinder engine which puts out 240 bhp. Their main rivals were likely to be the **VW Golf** GTis (170 bhp) of Wittman/Feltz and Eriksson/Diekmann, the three **Fiat** Uno Turbos (180 bhp) of Del Zoppo/Roggia, Rayneri/Cassina and Fiorio/Pirollo and, last but not least, the sole works-supported **Renault** 11 Turbo of Oreille/Oreille. In the event of snow being present, Balas/Laine had every reason to be hopeful with their **Alfa Romeo** 33 4x4, as well as the handful of private Audi 80 and 90 Quattros. One noteworthy entry in Group A was the return of Italian driver, Maurizio Verini, at the wheel of an Alfetta GTV 6 but the former Italian star non-started when he couldn't get the correct tyres. Pity.

Panciatici/"Tilber" started as favourites in Group N with an **Alfa Romeo** 33 4x4. Principal competition came in the shape of the **Renault** 5 GT Turbos of Dongues, Rouget, Sarrazin and Schmit whilst the three **Lancia** V10s, entered by the French importer for Teilhol, Pagani and Hæpfner, would no doubt be strong contenders for a class win.

Other noteworthy entries came from Servia (Lancia 037), Hero and "Tchine" (Opel Manta 400) and Gardère, Fabre and Metifiot, all in Peugeot 205 T16s in "Clubman" spec.

"Personally, I made two or three bad tyre choices during the rally, one of which cost me the lead towards the end of the Common Run, but all in all Pirellis were good all round. Selecting the right rubber is, of course, essential but I believe that confidence in oneself is equally as important." And Toivonen had just that, a confidence in his ability to win, even when someone of Timo Salonen's calibre got in front and even managed to pull away. Henri's new philosophy meant that he didn't panic and allowed him to keep in touch, ready to profit from the Peugeot driver's slightest weakness. And to think that Toivonen so nearly disappeared from the rally early on the third day!

EMERGENCY REPAIRS

On a road section between two stages in the Ardèche, the Lancia number 7 was violently hit by a spectator's car coming in the opposite direction and on the wrong side of the road. The impact ripped off the front left hand corner, caused considerable damage to the Delta's front end and pushed back the pedals inside the car. Toivonen, too, was slightly hurt in the incident and his leg was still hurting at the end of the rally. Fortunately, a service van was on hand and the Italian mechanics promptly got on with the job of patching up the damage. The suspension was rebuilt, radiators were changed and body panels replaced. Unfortunately, there was nothing that could be done about the chassis which had been bent.

Once the car had been put back into a driveable state, the Finn flew off to the next stage and checked in at the time control just one minute late, still in the rally and still in the lead. *"If the service crew hadn't been on the spot within 15 minutes of the collision, my rally would have been over."*

The Delta's handling after the accident left a lot to be desired and Toivonen took things easy over the following stage, losing 44 seconds to fastest man, Bruno Saby. Afterwards, at successive service points, the Lancia mechanics and technicians steadily improved the car's roadholding, eventually finding a satisfactory compromise. But it was just a compromise and the fact that Toivonen took a bent chassis to victory is a considerable achievement. *"If I had to dedicate my win to anybody,"* the Finn said modestly yet sincerely at the Monaco finish, *"it would be to my mechanics. They did a great job keeping me going."*

PEUGEOT INQUISITION

Another man to be heard thanking his service crew for getting him to the finish was Saby. His stage times over the dry stages of the third day were quite remarkable, the Frenchman taking five fastest times on the trot. Without a series of technical problems (and one accident), he would certainly have had his word to say in the proceedings of the final night. However, that was not to be and Saby, once more, was a frustrated man at the end of a rally. Even before the first stage, he had been penalised 30 seconds for having to push start the Peugeot 205 T16 in Parc Fermé. On the second day, seven minutes were lost when he struck gearbox problems and the box had to be changed and, on the Final Night, the 205's engine lost the use of one cylinder and the hapless French driver literally limped back to Monaco, nearly losing 6th place to Servia.

"Just three years after our last victory here with the Rally 037, Lancia are well and truly back at the top level of inter-

Lancia — dangerous liaisons...

Out of the 156 starters from various points in Europe, 152 tired crews rallied Aix-les-Bains in the French Alps after the traditional 1,000 km, overnight Concentration Run. Most leading competitors made it without any problems although the Citroën team made the most of the Run to make last minute modifications to the new BX 4TCs. Wambergue was having trouble with his throttle cable and Andruet was busy trying to get the front suspension set up correctly. Markku Alen encountered more serious problems with the engine electronics of his Lancia Delta S4. Throughout the Concentration Run, the Italian mechanics changed everything in an effort to get the car right but it was a very badly misfiring Delta that parked up in Parc Fermé on the Sunday morning.

CLASSIFICATION RUN

All leading cars were filmed live by French television on SS1. To the general surprise Biasion was fastest over the two kilometres of snow and slush, 1s faster than Saby who was 1s faster than Salonen, Kankkunen and Toivonen. Of the newcomers, Pond was 8th, Wilson and Andruet equal 9th and Wambergue 12th. Saby's joy was short lived, however, when he learned that he, like Andruet, had been penalised 30 seconds for a push start at Aix.

The second stage gave a better indication of form. Everybody opted for studs and, except for Saby who had to stop dead on a hairpin to avoid a spectator, everybody got through without incident. Toivonen was fastest on 7m 57s, 3s better than Kankkunen and 5s faster than Salonen and Saby. Biasion and Alen followed. Then a big gap. The Audis of Röhrl and Mikkola were 17s adrift of Toivonen, then followed Pond, Mouton, Wilson and Andruet. The Citroën of Wambergue was already out of the Rally with a split hydraulic pipe.

As the day progressed, the situation became clear. On stages 2, 3, 4 and 5, the six fastest times were made by the 3 Lancias and the 3 Peugeots. Röhrl and Andruet were both handicapped by malfunctioning engines, Mikkola was taking things easy and the two Austin Rover drivers admitted that they lacked experience on this sort of rally. Saby was the more on form of the Peugeot drivers but Alen and Biasion were steadily getting to grips with their Lancias and, as crews returned to Aix, the top three Lancias were in the top three positions. Kankkunen lost nearly 9m on the last stage of the day, SS6, with engine problems.

Andruet, in the remaining Citroën, had had all sorts of teething problems with the new car, particularly brakes, handling and gear ratios. Britain's Malcolm Wilson was taking things steadily, trying to learn as much as possible. He was lying ninth at the end of the day but team-mate Tony Pond was already out of the rally. After changing the steering rack on the Metro at a service point after the last stage, the rack seized on the road section and Pond was helpless as his car went off the road and into a roadsign. By the time the damage had been repaired, Pond had lost over 20 minutes. That meant that he would have set off the following day in 123rd position, two hours behind Wilson. ARG's service schedules couldn't cope with that and the decision was taken to retire.

Positions at the end of the Classification run:

1. Toivonen (Lancia) 1h 09m 49s. 2. Alen (Lancia) 1h 10m 54s. 3. Biasion (Lancia) 1h 11m 06s. 4. Saby (Peugeot) 1h 11m 11s. 5. Röhrl (Audi) 1h 11m 31s. 6. Salonen (Peugeot) 1h 11m 36s. 7. Mikkola (Audi) 1h 12m 36s. 8. Mouton (Peugeot) 1h 12m 52s. 9. Wilson (Metro) 1h 13m 48s. 9. Andruet (Citroën) 1h 16m 01s.

COMMON RUN

From the outset, the Lancias of Alen and Toivonen continued to set the pace. Indeed, they were the only two who dared tackle SS8 on racing tyres, the tyres recommended by both Michelin and Pirelli technicians. Toivonen was 4s faster than his team-mate, leaving the Peugeots of Salonen and Saby respectively 26s and 38s behind. Andruet went off and out of the rally on SS7.

Bruno Saby fell victim to gearbox problems on SS9, losing 1m on the stage and then 6 minutes on the following road section when the box was changed. There was only a long ratio box available and this was to handicap the French driver for the rest of the event, especially on the numerous tight stages. Röhrl, a driver with a lot of experience on the Monte Carlo, was fastest on the classic Moulinon stage (SS10), beating Toivonen by 11s and Salonen by 22s. With only one stage to go before the overnight rest halt at Grospierres, the three Lancias were still out in front and Salonen was already over 3m behind Toivonen. The last stage of the day (SS11) was mostly dry but the last 5 km was entirely ice. The Lancias opted for studs whereas the Peugeot and Audis selected slicks. The latter was the correct choice and Röhrl once again took fastest time, beating Salonen by 21s, Toivonen by nearly a minute and the other Lancia by over 1.5 m.

Toivonen's lead at Grospierres was 2m 22s over Alen, 2m 35s over Salonen, 2m 41s over Röhrl, 3m 16s over Biasion and 3m 46s over Mikkola, still very much in touch. Saby, after his gearbox problems, was only 9th and he had lost even more time on SS10 when he tackled the stage with badly set spots. Without these problems, he would have been in there with Alen and Salonen fighting for 2nd place. Mouton, who was steadily getting used to her new car and co-driver, was 8th behind Wilson who was 6m 59s behind the leading Lancia.

Tuesday morning saw a number of leading crews strike problems. Malcolm Wilson retired on the first stage of the day when the rear, and then the front transmission gave way. Röhrl fell victim to a slow puncture on the same stage. When the German driver stopped to change the wheel, he discovered that the spare was studded whereas he was on slicks. The car was very difficult to drive with such a combination and Röhrl lost over 6 minutes. Saby, on the other hand, was fastest here (SS12), the first of a series of 5 magnificent fastest times for the Frenchman.

The bias of the event changed completely on the following road section. A few kilometres after the stage finish, Toivonen's Lancia was hit by a spectator's car

Without his problems, Bruno Saby could have been in the fight for victory (above)

Kenneth Eriksson (left) passed his entry exam into VW with flying colours

Alain Oreille (right) showed pluck and determination from start to finish

THE RALLY

coming in the other direction and on the wrong side of the road. Damage to the front end of the Delta was fairly comprehensive and the Italian mechanics, who were thankfully close at hand, got on with the job of changing the front left suspension, the steering, radiators, body parts and pedals. In just 39 minutes, Toivonen was on his way again and was able to check in at the following control just 1 minute late but in the knowledge that the Lancia's chassis would be bent for the rest of the rally. On the next stage, Toivonen took things gently, aware that the car's handling would have been seriously affected. It needed a number of service interventions before Henri was totally confident again but the car would never be 100 % perfect. Toivonen's lead before the incident was sufficient for him not to lose it and, after the last of the entirely dry stages (SS16), he was still leading Salonen by 1m 22s, Alen by 1m 25s and Biasion by 1m 41s. Mouton disappeared on stage 15 with no oil pressure on the 205 T16 following a problem with the oil pump drive-belt.

The mixed conditions on SS17 (the classic St. Jean) prompted the Lancia team to change tyres in mid-stage. The manœuvre worked and Toivonen took 30 seconds off Timo Salonen. Markku Alen, however, retired on the same stage with engine problems. The return of snow on the stages in the Gap area did little to change the picture. The Lancias and Peugeots tended to put up similar times and the Audis dropped back a little further. Then, as the rally moved south, Toivonen hit trouble again. On SS21, he punctured and lost over a minute to Salonen. On the following stage, Lancia decided to change tyres in mid-stage again. The change itself went off OK but the choice of rubber for the descent proved to be wrong, Henri lost a further 50s and Salonen's Peugeot was in the lead for the first time. A further bad choice of tyres for the Lancia driver on SS24 meant that Salonen's lead as crews arrived at Monaco was 33s over Toivonen and 1m 52s over Biasion.

Although the rally seemed to be turning to the French manufacturer's favour, only Salonen had any real chance of victory. Kankkunen lost 10 minutes on SS24 when he thought he had run out of petrol. The problem was eventually traced to a faulty fuel pump. On the same stage, Saby lost all hope of a top three placing when he went off towards the finish. His ice-note crew had announced patches of ice on the narrow section near the town of Castellane. When Saby discovered that the first half a dozen or so had melted, he decided to quicken his pace. Needless to say, the next patch hadn't melted and the Peugeot went off hard into a rockface, ripping off the rear left corner. Ten minutes were lost in the stage, 8 minutes on the following road section for repairs and a further 7 minutes on the last stage of the day.

Positions at the end of the Common Run: 1. Salonen (Peugeot) 6h 55m 22s. 2. Toivonen (Lancia) 6h 55m 55s. 3. Biasion (Lancia) 6h 57m 14s. 4. Mikkola (Audi) 6h 59m 16s. 5. Röhrl (Audi) 7h 04m 13s. 6. Kankkunen (Peugeot) 7h 16m 55s. 7. Saby (Peugeot) 7h 28m 07s. 8. Servia (Lancia 037) 7h 31m 23s. 9. Oreille (Renault) 7h 47m 20s. 10. Eriksson (VW) 7h 47m 23s.

FINAL RUN

The Final Run was made up of 11 stages. The results of the first tended to underline the trend of the end of the Common Run. Salonen was fastest and extended his overall lead to 48 seconds. Peugeot's joy wasn't to last long and Toivonen was fastest over the next three stages. Salonen's tyre choices didn't help much. On SS28 he opted for slicks when the stage was wet and, on SS29, he chose rain tyres when slicks were the correct choice. When crews came back to Monaco for a rest halt, the Lancia driver was back into the lead, 37s ahead of Salonen. Biasion was still close at hand, 1m 56s behind his teammate whilst Mikkola and Röhrl continued at a steady pace in front of Kankkunen and Saby.

The second loop of stages was run overnight and the conditions had changed. Ice had made an appearance. Salonen decided to go all out for a good time on SS31 but hit a small wall on the stage, thought he had punctured and slowed. A further 11s lost for the reigning World Champion. From then on, Salonen appeared to have given up hope. On the second time through Turini (SS32), he decided to play safe and opted for studs and Toivonen pulled a further 17s ahead. The rally was won for the Lancia driver on SS33. Both drivers made the same choice of tyres but Henri took nearly 2 minutes off his fellow countryman in one go. Biasion had gone off the road and out of the rally on the run out to the first stage of the second loop and so it was the extremely regular Hannu Mikkola who finished the rally in third position, 7m 22s behind Toivonen. Röhrl and Kankkunen made up the top five while Saby thought he would never finish. Just 5 stages from the finish, the Peugeot's motor lost the use of one cylinder and Bruno had his work cut out to coax the French car to the finish. To cap it all, he punctured in the rain on the penultimate stage. Spanish driver, Servia, won the unofficial 2WD category with his Lancia 037 and Peugeot can always say that a Turbo 16, in the hands of Metifiot, won the amateur class.

GROUP A WORLD SERIES : OFF TO A GREAT START

The husband and wife crew of Alain and Sylvie Oreille are first leaders of the newly formed World Championship for Group A cars after a terrific battle between their Renault 11 Turbo, the Mazda 323 Turbos and the VW Golfs.

Ingvar Carlsson was able to put the four-driven wheels of the Mazda to maximum effect on the early snow covered stages of the Classification Run despite suffering from an engine that misfired badly under 4500 rpm. Bertrand Balas, on home ground, was also at an advantage with the Alfa 33 4x4 and lay second at the first overnight rest halt at Aix-les-Bains. Warmbold had already disappeared on SS6 with engine problems.

As crews headed towards the traditional Ardèche stages of the Common Run, the conditions had become drier but that didn't stop two of the Fiat Unos from going off on the first stage of the day. Eriksson had rolled his Golf on SS7 but was able to continue. Unfortunately, oil had spilled from his engine onto the stage. Both Del Zoppo and Fiorio, son of Cesare Fiorio the Lancia boss, were caught out, went off the road and out of the rally.

Oreille can count himself lucky to get away with just a double 360° spin at that spot, a close shave indeed for the eventual winner. Balas lost a little time with fuel pump problems on the same stage before going out on SS12 with engine failure.

That left Carlsson still in the lead, followed by Oreille and Eriksson whilst Wittman, in the second VW Golf, was slightly off the pace, suffering from a dose of flu and an overheating engine. Conditions remained dry though and Oreille was getting closer and closer to the Mazda of Carlsson. At the Vaison la Romaine rest halt, he admitted that he was intent on getting into the lead and that he was prepared to risk everything to do so. Just one stage later, he was in front. The snowy conditions around Gap gave the Swedish driver a last glimmer of hope before the Mazda's transmission gave up the ghost.

Oreille was still leading at Gap but that other Swede, Eriksson, was now in his element as snow began to fall and, very soon, he was ahead of the Renault driver. Even Wittmann managed to get past into 2nd place. However, as the rally turned south towards Monaco, the stages began to dry out again and it was once more Oreille's turn to put the pressure on with two magnificent seventh fastest overall times on SS24 and SS25. At the end of the Common Run, the Frenchman was back ahead, ninth overall, 3 seconds ahead of Eriksson and 2m 38s ahead of Wittmann.

Drama struck from the outset of the Final Night when Oreille lost the use of fourth gear. To even things up, however, the Golfs began to encounter engine problems and Oreille was even able to extend his lead, eventually finishing 8th overall, 3m 09s in front of Eriksson and 8m 21s ahead of Wittman. The German driver was extremely relieved to even get to the finish at Monaco. As he drove the car into Parc Fermé, the water temperature gauge was well into the red and the warning light was flashing! Strangely enough, Oreille who only plans to do one other World Championship event (Corsica), does not score any points for Renault in the Constructors' Championship despite his outstanding performance. According to the new rules, only drivers whose names have been registered as contenders with the FISA can take points and the French manufacturer only registered Jean Ragnotti, not even present on the Monte !

Miki Biasion (above) had his first win in four years, forcing him into retirement

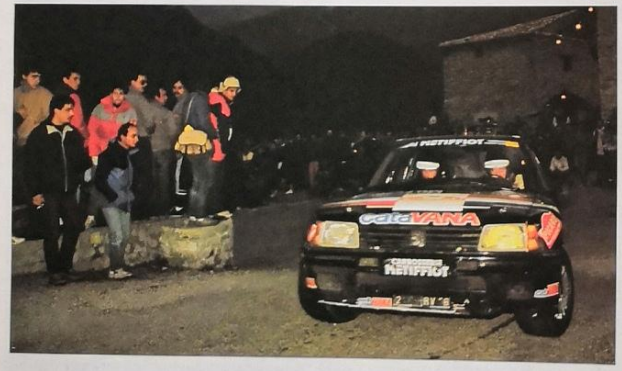
The end of the Monte for Andruet and Citroen (right)

national rallying," proclaimed a very proud and happy Cesare Fiorio at the finish of the Monte Carlo Rally. "*In just two years we have built and developed a rally car which boasts the latest sophisticated electronic technology, and I think our performance this week proves that we mean business for the season to come.*"

TWENTY YEARS LATER

Fiorio has every right to be pleased with his team which manifested the same qualities that have helped the Italian manufacturer to six Monte Carlo wins in the last eleven years and which have made the Delta S4 unbeaten so far in the World series. As little as three months ago, nobody could have guessed that the S4 would be capable of such a feat and Fiorio himself admitted that he was unsure of how reliable his car was going to be. "*But then you can never be 100 % certain. You've just got to find out as quickly as possible. The RAC showed us that we were OK on the loose. Now we can be sure that we are going to be competitive on asphalt and snow events, although we have still got some work to do perhaps before we are up to maximum potential on asphalt.*"

The first bend coming down from the Turini pass. The road had been totally dry only two hours before, then the spectators got to work. Timo storm of snow balls. One of them is on the rear wing.

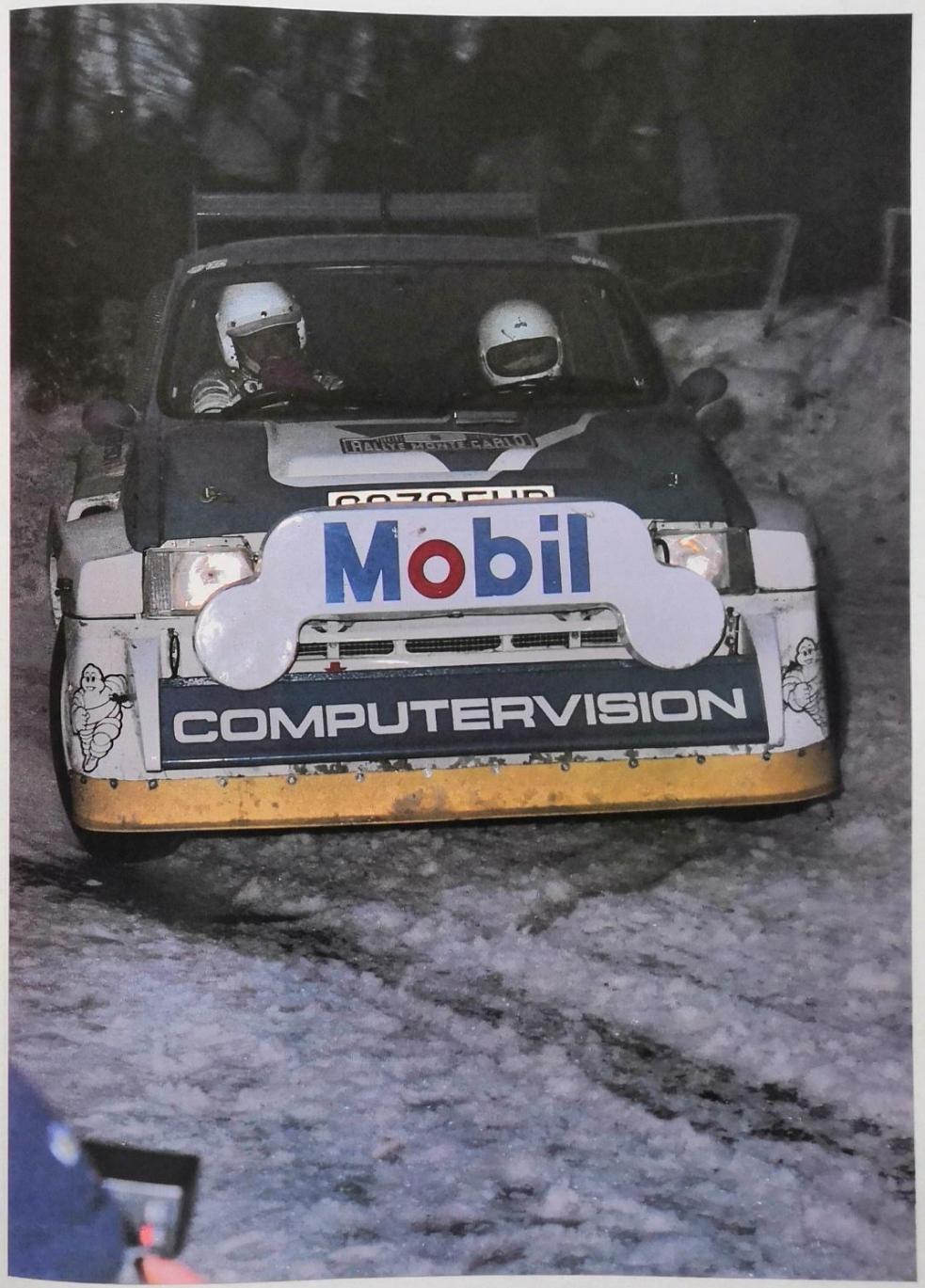


Frank Metiffiot, winner of the "Promotion" class

What of Toivonen's role in Lancia's success? Many observers felt that his victory on last November's RAC was not really deserved, that the true winner was his team-mate, Markku Alen. The way Toivonen dominated the Monte Carlo more or less in its entirety shows that the RAC win was no fluke and that he has reached a stage of maturity that has caught many by surprise. Fiorio is aware of the change and believes that it came about after Toivonen's serious accident on the Costa Esmeralda last year, an accident which so nearly put a term to the young Finn's career. "*After my accident,*" agrees Toivonen, "*I had time to reflect on the way I drive and, for the first time, I came to understand that the important thing is to win the rally, not 100 % of the stages. It's as simple as that.*" The success of Timo Salonen's tactics during last year's championship possibly helped Henri reach that conclusion.

Maybe there was another reason behind Henri's determination to do well on this particular event. It was exactly twenty years ago that his father, Pauli, won the Monte in a Citroën DS at a time when Junior, at the age of 9, was starting to learn how to drive the family VW back home in Jyvaskyla. "*I was old enough to understand what Dad had achieved and obviously it had a great effect on my desire to become a rally driver.*"

As ever, tyres played an important part in the overall picture and, without going as far as to say that Pirelli won the event for Lancia, the superiority of the Italian tyres was a definite trump card for the Turin-based team. Before the start, everybody was talking about the latest snow tyre that had been especially developed for the Delta but a close look at stage times reveals that the S4s were always amongst the fastest over all the different surface conditions encountered throughout the six day event. Toivonen was particularly enthusiastic about his Pirellis but insisted that tyres aren't the only things that count on the Monte Carlo. "*Let me stress that to win any rally, it's always the team effort that counts, a successful combination of many, many elements. Having said that, it's true that Pirelli had developed some pretty avant garde rubber for our cars, especially for the snow. More importantly, the range available at the start of each stage was exceptional and we could always be confident that we would have the right tyres for any given conditions. Except perhaps on dry tarmac where we were handicapped by a lack of soft compound slicks.*" ■



Timo Runs out of 'Sisu'

It is a little after two in the morning and the rain is falling heavier now over the Alpine village of Beuil, venue of the finish of Stage 33, Col de la Couillole. The cars are about twenty minutes late on the road. There are many, many more spectators than there had been earlier in the day for the first time through, despite the worsening weather, and everybody seems determined to enjoy the show. The flying finish line is not far from us, at the apex of the hairpin left. An enthusiastic group starts to sing as they wait for the cars. Above us, camp fires appear to cling to the mountainside and the flames pick out the road that twists its way down from the Col, just to stay visible 7 km away. A rapid descent, after a 15 km climb the other side.

They'll soon be here. We'll be able to follow them nearly all the way down from the Col which is perched at 1678 metres above sea-level... The ice-note crews that have been through tell us that there is snow and ice up there. Elsewhere, the downpour has left the stage very, very wet.

Over the marshals' radio, we hear that the first car has left the start. The singing of the spectators becomes an eager clamour as the senses strain to pick out the first signs of approaching rally cars. The lights are the first thing we see. The yellow beam of the Peugeot first of all but, almost immediately, the white lights of the Lancia are there. Over the radio we hear that there was only a 39s gap between Salonen and Toivonen at the summit. Having started the stage two minutes after his rival, Henri is closing dramatically. From where we are, we can clearly see the distance between the cars getting shorter. The public understand that the turning point of the rally is being acted out before their eyes!

The two cars arrive at the finish line more or less together. Timo is motionless in the cockpit of the 205 Turbo 16. The stoney expression on his face gives us no clues as to what he is thinking. He appears incredibly calm. The motor sounds healthy and the Peugeot is fitted with P1As, the Michelin racing tyre. The World Champion slides open his perspex window. "I think I must have made a really bad tyre choice," he announces, before closing himself back in again. His glances, however, confirm that he knows that he has just lost the Rally.

Seconds later, the Lancia S4 is there, smoking like a factory. Henri Toivonen opens wide his door and he is soaked from transpiration. He takes off his helmet, his balaclava is steaming. In a release of tension, he cries out, "I've won the Rally!" He's right. Exactly twenty years after his father, Pauli, he has won the Monte Carlo Rally. The Delta's discs are still glowing as we look to see what tyres he had selected. Rain tyres, Pirelli W6s. "The exact equivalent of Timo's choice," comments a Michelin technician at our sides.

Apparently, Timo had run out of 'Sisu', the notorious fighting spirit of the Flying Finns. Henri's got an overdose. "You're right." agreed a beaming Toivonen at the finish, "the rally was decided on the Col de la Couillole stage. When I saw the traces that the Peugeot had left in the snow, I knew immediately that Timo wasn't trying. His lines told me that he was being cautious. I for my part was flat out, on the absolute limit through each bend, winning a couple of tenths of a second on each trajectory, sometimes whole seconds as I left braking to the latest possible moment. I gave everything I had, and my reward was finishing the stage on the Peugeot's tail... I think I could have even have passed Timo if I'd needed to, but this time it just wasn't necessary..."

After his two RAC successes ("In 1980 I was lucky and in 1985 Markku should have won it."), Henri Toivonen has just earned his first genuine World Championship victory. And in such style...

TECHNICAL DATA

54th Monte Carlo Rally.
Date: 18th - 24th January, 1986.
1st round of the World Championship for makes, 1st round of the World Championship for drivers and 1st round of the new World Group A Championship.
Start: Monaco (MC), Paris (F), Sestrières (I), Lausanne (CH), Bad Hombourg (D) and Barcelona (E).
Finish: Monaco.
Concentration Run: Roughly 1,000 km, according to point of departure. Starting on the morning of Saturday 18th with all competitors arriving at Aix-les-Bains around dawn on Sunday 19th, January.
Classification Run: Aix-les-Bains to Aix-les-Bains, Sunday 19th January, 13h to 23h30. 418.3 km, including six stages totalling 96.8 km.
Common Run: Aix-les-Bains to Monaco via Grospierres (Ardèche), Vaison la Romaine and Gap from Monday 20th, January, 10h, through to Wednesday 22nd January, 16h30. Total distance of 1,754.2 km, including 19 stages totalling 526.2 km.
Final Run: Monaco to Monaco from Thursday 23rd January, 10h, through to Friday 24th January, 7h. Total distance 831.9 km, including 11 stages totalling 258.2 km. Only the first 100 competitors allowed to compete in the Final Run.
Total distance: 4,000 km, including 36 stages totalling 881 km.
Entered: 175. **Starters:** 156. **Finishers:** 65. **Classified:** 85.
Weather: Melting snow, slush and wet tarmac for the first day, dry or simply damp surfaces for the following two days. Fresh snow around Gap, then dry again through to the end of the Common Run. Stages dry on the first loop of the Final Run, then rain with numerous patches of ice for the second loop.

FOR THE RECORD

Rally:
- Ten of the thirty six stages were totally new.
- There was a two minute gap between the top twenty crews throughout the rally.

Cars:
- Competition debut for the Citroën BX 4 TC.
- First World Championship appearance for the Mazda 33 4x4 Turbos and for the Fiat Uno Turbos.
- Second victory in two events for the Lancia Delta S4, unbeaten in the World Championship.

Drivers:
- First rally in a Peugeot 205 for Juha Kankkunen and Michèle Mouton.
- First time out on the Monte Carlo for Juha Kankkunen.
- Henri Toivonen wins the Monte Carlo exactly 20 years after his father, Pauli, in 1966 in a Citroën DS21.
- First World Championship victory for Toivonen's co-driver, Sergio Cresto.

SUCCESSIVE LEADERS

SS 1: **Biasion.**
SS 2 - SS 22: **Toivonen.**
SS 23 - SS 27: **Salonen.**
SS 28 - SS 36 (finish): **Toivonen.**

WORLD RALLY CHAMPIONSHIP (Drivers)

(After one round)

1. **Henri Toivonen (SF)**	**20 pts**
2. Timo Salonen (SF)	15 pts
3. Hannu Mikkola (SF)	12 pts
4. Walter Röhrl (D)	10 pts
5. Juha Kankkunen (SF)	8 pts
6. Bruno Saby (F)	6 pts
7. Salvador Servia (E)	4 pts
8. Alain Oreille (F)	3 pts
9. Kenneth Eriksson (S)	2 pts
10. Franz Wittmann (A)	1 pt

MAIN RETIREMENTS

SS 2: **Wambergue/Vieu** (hydraulic pipe). SS 6: **Warmbold/"Biche"** (engine). After SS 6: **Pond/Arthur** (lateness after accident on road section considered too much to continue). SS 7: **Andruet/Peuvergne** (accident). SS 7: **Del Zoppo/Roggia** (accident). SS 7: **Fiorio/Pirollo** (accident). SS 7: **Ballet/Ozoux** (accident). SS 12: **Wilson/Harris** (transmission). SS 12: **Balas/Laine** (engine). SS 14: **Mouton/Harryman** (oil pressure). SS 15: **Rayneric/Cassina** (engine). SS 17: **Alen/Kivimaki** (engine). SS 17: **Dongues/Prioux** (water pipe). SS 19: **Carlsson/Bohlin** (transmission). SS 24: **"Tchine"/Thimonier** (accident). Before SS 26: **Biasion/Siviero** (accident on road section). SS 32: **Gardère/Bufferne** (accident).

BEST RESULTS

	1	2	3	4	5	6	A	B
Toivonen	13	5	8	3	1	3	33	36
Röhrl	7	3	3	3	6	4	26	36
Salonen	5	8	9	5	5	1	33	36
Saby	5	6	5	5	3	4	28	36
Biasion	4	6	4	6	2	2	24	30
Kankkunen	1	4	4	3	6	3	21	36
Alen	1	3	2	3	1	2	12	16
Mikkola	-	4	2	6	9	9	30	36
Servia	-	-	1-	-	1	5	7	36
Wilson	-	-	-	-	1	-	1	11
Metifiot	-	-	-	-	1	-	1	36
Mouton	-	-	-	-	-	2	2	14

A: Number of placings in first 6.
B: Number of stages completed.

PAST RESULTS

(last ten years).
1975: Munari/Maiga (Lancia Stratos)
1977: Munari/Maiga (Lancia Stratos)
1978: Nicolas/Lavergne (Porsche 911)
1979: Darniche/Mahé (Lancia Stratos)
1980: Röhrl/Geistdorfer (Fiat 131 Abarth)
1981: Ragnotti/Andrié (Renault 5 Turbo)
1982: Röhrl/Geistdorfer (Opel Ascona)
1983: Röhrl/Geistdorfer (Lancia Rally 037)
1984: Röhrl/Geistdorfer (Audi Quattro)
1985: Vatanen/Harryman (Peugeot 205 T16)

WORLD RALLY CHAMPIONSHIP (Makes)

(After one round)

1. **Lancia**	**20 pts**
2. Peugeot	17 pts
3. Audi	14 pts
4. VW	7 pts

(Renault do not score points since the French manufacturer had not registered Oreille with the FISA as an official driver.)

FINAL RESULTS

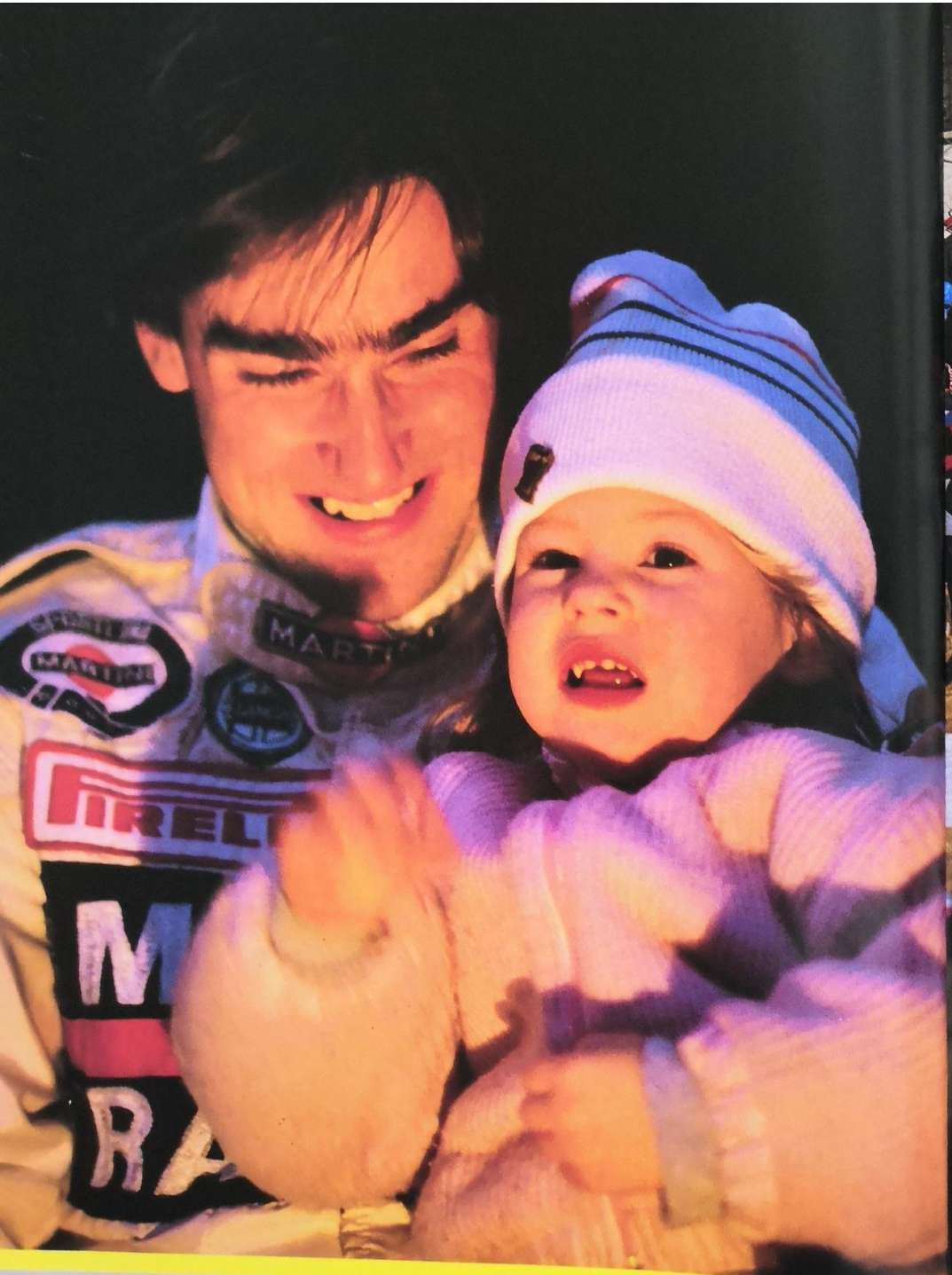
1. **Toivonen/Cresto (Lancia Delta S4) 10 hours 11m 24s (1st Group B).**
2. Salonen/Harjanne (Peugeot 205 T16) 10 hours 15m 28s.
3. Mikkola/Hertz (Audi Quattro) 10 hours 18m 46s.
4. Röhrl/Geistdorfer (Audi Quattro) 10 hours 20m 59s.
5. Kankkunen/Piironen (Peugeot 205 T16) 10 hours 39m 47s.
6. Saby/Fauchille (Peugeot 205 T16) 10 hours 56m 37s.
7. Servia/Sabatier (Lancia Rally 037) 10 hours 58m 32s.
8. **Oreille/Oreille (Renault 11 Turbo) 11 hours 23m 47s (1st Group A).**
9. Eriksson/Diekman (VW Golf GTi 18) 11 hours 26m 56s.
10. Wittmann/Feltz (VW Golf GTi 18) 11 hours 32m 08s.
11. Hero/Gun (Opel Manta 400) 11 hours 39m 26s.
12. **Metifiot/Bouvier (Peugeot 205 T16) 11 hours 48m 25s (1st Amateur).**
13. Bos/Leuvrey (Audi Quattro) 11 hours 49m 21s.
14. Aymé/Aymé (Renault 5 Turbo) 11 hours 52m 22s.
15. Spiliotis/Spiliotis (Porsche 911 SC) 11 hours 54m 24s.
16. Fritzinger/Wunsch (Toyota Corolla) 11 hours 57m 09s.
17. Stohl/Seisenbacher (Audi 80 Quattro) 12 hours 03m 50s.
18. **Panciatici/"Tilber" (Alfa Romeo 33 4x4) 12 hours 07m 11s (1st Group N).**
19. Sarrazin/Rouger (Renault 5 Turbo GT) 12 hours 11m 48s.
20. Hahn/Moll (Toyota Corolla) 12 hours 28m 20s,
etc.

Pond/Arthur (MG Metro 6R4) DPPI

TONY POND'S METRO UNFORTUNATELY ONLY CROSSED A STAGE FINISH LINE SIX TIMES. WE WANT MORE, PLEASE

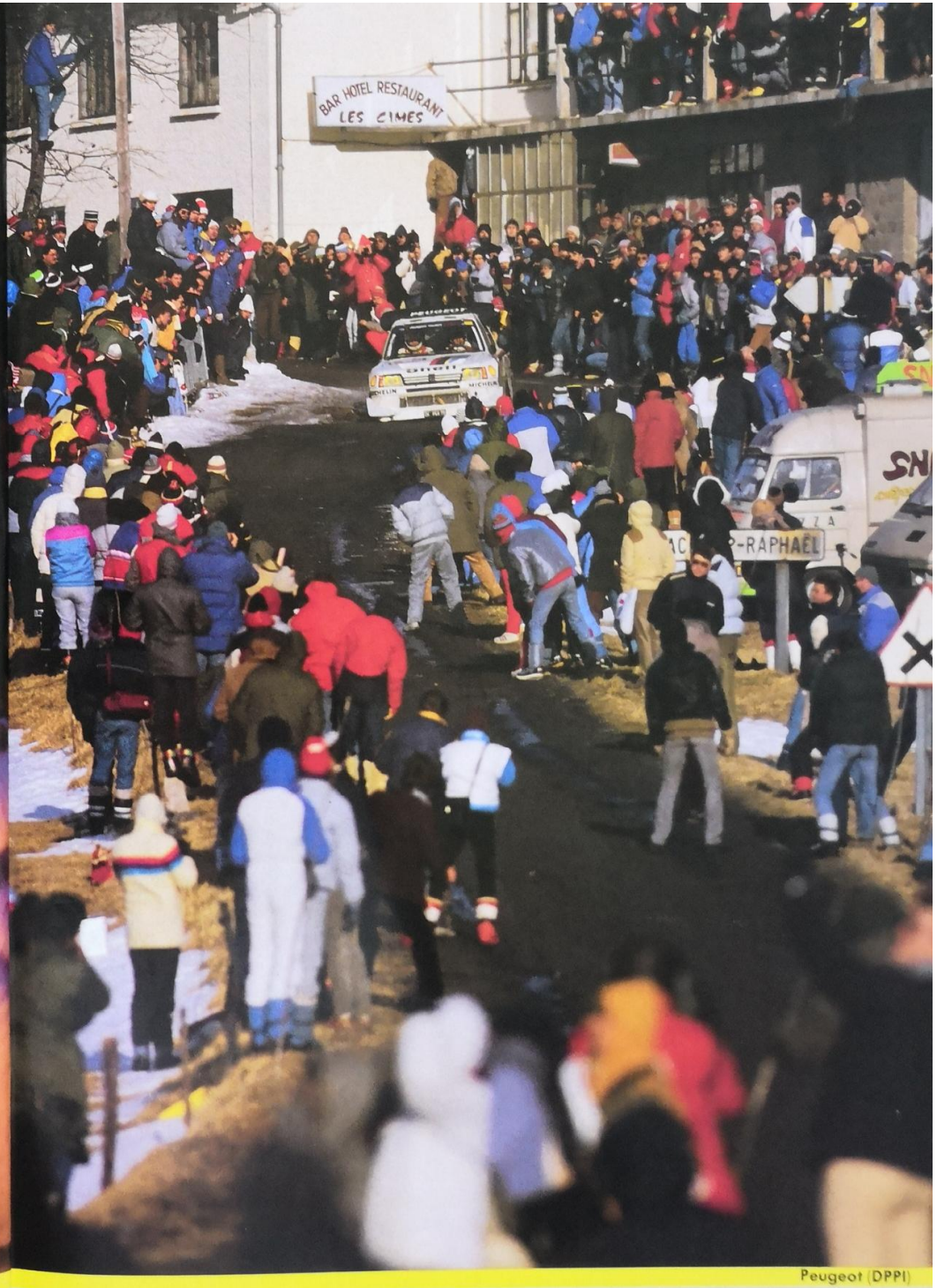
Röhrl/Geistdorfer (Audi Quattro) DPPI

ROHRL WAS ALWAYS IN TOUCH WITH THE LEADERS BEFORE LOSING SIX MINUTES FOLLOWING A PUNCTURE



Henri Toivonen and son (DPPI)

1966: PAULI; 1986: HENRI; ANOTHER TOIVONEN WIN IN 2006?



Peugeot (DPPI)

WHEN CONDITIONS WERE UNIFORM, THE 205s WERE THERE

PEUGEOT SMILE AGAIN

AS EXPECTED, THE 1986 WORLD CHAMPIONSHIP LOOKS LIKE BEING A DUEL BETWEEN LANCIA AND PEUGEOT. WITH KANKKUNEN FIRST AND ALEN SECOND IN SWEDEN, THE TWO TEAMS ARE ON EQUAL POINTS AFTER TWO ROUNDS. BUT JEAN TODT CAN BE ESPECIALLY PROUD OF HIS "NEW BOY", SINCE KANKKUNEN'S VICTORY WAS THE FIRST FOR THE FRENCH MANUFACTURER SINCE AUGUST LAST YEAR.

by Michel Lizin

TEAM BY TEAM

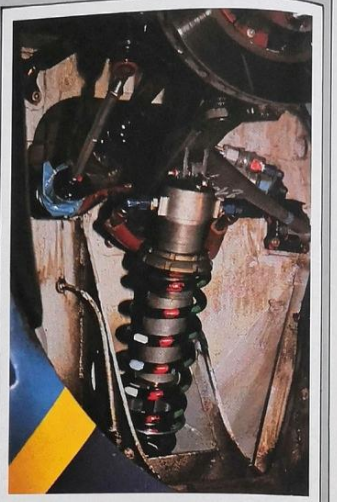
Newcomers to the present championship scene were the two Ford RS200s of Blomqvist/Berglund and Grundel/Melander. Unlike most of its contempories, the RS200's lines have been beautifully designed but make no mistake, 420 bhp are available to the two Swedish drivers. A serious handicap however is the weight of the car. Peter Ashcroft, Ford Motorsport team-manager, gave the weight as 1 080 kg but, on the scrutineers' scales, Grundel's car weighed in at 1 144 kg and Blomqvist's at 1 178 kg. These weights do, of course, include a certain amout of petrol.

The two Peugeot 205 Turbo 16s for Salonen/Harjanne and Kankkunen/Piironen remain the lightest of the main contenders for victory. At 1 004 kg and 995 kg respectively, the French cars were a little heavier in Sweden firstly because the shell had been strengthened (to allow the Scandinavian drivers to bounce off the walls of snow) and secondly because of the neat modification that had been carried out especially for the Swedish: the front shockabsorbers were kept at a healthily warm working temperature thanks to an ingenious adaptation of the 205's cooling system. After the pre-rally test stage, Salonen asked for a smaller turbo to be fitted with reduced turbo pressure. That left his engine slightly down on power (420 bhp) but more flexible to use.

The two Lancias were modified in a similar manner, the role of the turbo being reduced and that of the volumetric compressor increased. Power for the Italian cars was also given at around 420/430 bhp for a weight of slightly over 1 050 kg. The crews were Toivonen/Cresto and Alen/Kivimaki. Only one official MG Metro 6R4 was entered by Austin Rover for the pairing of Wilson/Harris. Their car weighed in at 1 020 kg and power was 410 bhp. The similar car of Eklund/Whittock was prepared and serviced by the German, Konrad Schmidt. Finally, Citroën were present with two BX 4TCs for Andruet/Peuvergne and Wambergue/Vieu.

No other Group B cars looked likely to get into the top-ten but there was a fine line-up of Group A cars at the start. Namely the Mazda 323 Familia 4WD (220 bhp, 1 020 kg) of Carlsson/Bohlin, a Ford Escort RS Turbo for Stromberg/Carlsson, a number of VW Golf GTis including the works entered Golf of Kenneth Eriksson/Diekmann, a handful of Opel Kadett GTE and GSIs for Johansson, Jonsson and Ahlin amongst others, and a great many Audi Quattros. The more competitive examples appeared to be the 90 Quattro of Michael Ericsson and the Coupé Quattro of Pettersson, the two looking forward to a close fight. Outsiders in the category, but in with a chance, the Subaru Leone Coupé Turbo 4WDs of Roger Ericsson, Allansson and Bror Danielsson boasted 210 bhp for a weight of 1 050 kg.

Group N appeared on paper to be the hunting ground of the local Swedish drivers but, as a means of thanking them for their performance on the Monte, Alfa Romeo had entered a 33 4x4 for French crew, Panciatici/Tilber. There were 107 crews at the start of the event.



Unique! The front shock-absorbers of the Peugeots were artificially heated in an attempt to conserve their efficiency

Eighteen seconds were all that separated the Audi Coupé Quattro of Gunnar Pettersson from the Group A winner.

The first thing you notice about Juha Kankkunen is his eyes. Full of laughter, they are those of a man who enjoys life. The latest Peugeot protégé is quietly sure of himself, unlike his fellow countrymen, Alen and Toivonen, who tend to be forever doubting of their own ability. In fact, Kankkunen is more like his teammate, Timo Salonen; the same slow movements , the same self-confidence, the same awareness of his limits and the same conviction that everything comes to he who waits. Physically, the two are like chalk and cheese. Juha is tall and strongly built. Coming from a farming background, his legs and arms are powerful, just like his laugh which is loud and catching.

With Vatanen on the side-lines for no-one knows how long, Jean Todt made up his mind to find a replacement for the man who helped Peugeot dominate the rallying scene so convincingly in 1984 and 1985. At the end of summer last year, Todt put all his efforts into signing up Markku Alen but, when the Lancia/Fiat driver seemed to take his time in deciding to leave the Italian group, the PTS boss started to look elsewhere. Very soon, he had made contact with Kankkunen. A programme was proposed to the young Finn which would depend on Alen's final decision.

Markku opted to stay on with Lancia. He finished second in Sweden, his path to victory fairly and squarely blocked by the man who got his job with Peugeot. For Todt, Kankkunen's win was greeted with a sigh of relief. The French manufacturer has not won a World Championship event since the 1000 Lakes in 1985 and the twenty points from Sweden put them back even with Lancia in the race for the 1986 title. You've got to give him credit, Todt certainly knows how to select his "second" drivers.

SHOW ON ICE

Just like thousands of Swedish spectators and the vast majority of the photographers on the event, we set off for the first stage. A long left after a crest, 500 yards from the end of the stage is the precise spot we are heading for. First car through is the Ford RS200. Blomqvist's style is measured, less flamboyant than expected. Then comes Salonen who leaves his braking until the very last moment, setting the Peugeot up and pointing its nose into the curve. The rear end brushes against the wall of snow, sending the white powder flying. With his foot flat to the floor, Timo prolongs the 205's drift which becomes more marked as the car exits from the bend. Breathtaking stuff. The stop-watch confirms our visual impression. The World Champion is fastest by three seconds over just 4 1/2 kilometres. Kankkunen's style resembles that of his team-mate, although possibly less fluid. Markku Alen is complaining about the poor handling of the Delta and looks less at ease than Toivonen. The younger member of the Lancia team is the most spectacular of all, putting the S4 completely sideways as he enters the curve in an attempt to overcome its understeer. Salonen, Toivonen, Blomqvist and Kankkunen. The four fastest and the four most spectacular. What else could you ask for?

From there, we head towards stage 3 and then stage 5. Our first impressions are confirmed. Timo Salonen is visibly more at ease, placing his perfectly balanced Peugeot where he wants it, often in the most incredible positions as he slows the car or gets it facing in the right direction. Toivonen, too, is on the limit but is having difficulty keeping the Delta under control because of the irregular behaviour of its front suspension. Stig Blomqvist's style is surprisingly very reserved. Obviously, being Blomqvist, the car is more often than not sideways but the Swedish driver gives the impression that he's not quite on the limit, that he's being slightly cautious. The RS200's handling is good but the car is fairly heavy. Kalle Grundel has already found that out when he hit a snow wall. Jean-Claude Andruet is taking his time getting used to Swedish stages. Despite some breathtakingly late braking, the better Group A cars are faster than the Citroën BXs.Last,but by no means least, Malcolm Wilson's style seems very similar to that of the top Scandinavian drivers and it's a great shame that the young Briton was to be handicapped by gearbox problems from very early on.

Another vantage point, overlooking an "S" bend, allows us to analyse the different handling qualities of the leading cars. The Peugeot appears lively, fast and precise. The Deltas are a little less precise. Due to the momentum

The Lancia's major problem was severe understeer. Nevertheless, Henri Toivonen was in a position to take over the lead when Salonen retired

THE RALLY

"I'm not going to let anybody be faster than me," promised Timo Salonen before the start and the times of SS1 tended to prove that he meant it. With a time of 2m19s, the reigning World Champion was 3s faster than Toivonen, 5s faster than team-mate Kankkunen and 6s and 8s better than Alen and Grundel respectively. And that after only 4.5 km! The MG Metros followed and Carlsson was the fastest of the Group A cars.

The pattern was confirmed by the times on the next few, longer tests. With no apparent difficulty, Salonen built on his lead, taking fastest time after fastest time. Only Toivonen and Blomqvist seemed able to stay in touch. Kankkunen was driving steadily but the Metros were already in trouble. Eklund went out on SS2 with a blown piston and Wilson started to hit gearbox problems on SS3. He tackled two stages stuck in 3rd gear, then in 4th. Nine minutes were lost on the road after repairs, but, fortunately for the young British driver, a minute's lateness on the road only meant a 10s penalty. Grundel punctured on SS5, losing 50s, and Alen was complaining of a sick motor. The Lancia mechanics carefully checked the turbo and the compressor before noticing that the by-pass was the cause.

After six stages, i.e. half-way through the first leg, Salonen's lead was already 57s over Toivonen, 1m05s over Kankkunen and 1m13s over Blomqvist. Alen was 1m45s behind the leader and Grundel 3m34s. The Citroëns of Andruet and Wambergue were putting in times equivalent to the better Group A cars, the category being led by Carlsson, Michael Ericsson and Gunnar Petersson, who had lost about 40s following an off on SS5.

Before the start of SS7, the Ford team decided to change the water pump on Blomqvist's RS200. The Swedish driver checked in 13 minutes late at the stage start control and found himself with a handicap of 2m10s. SS7 was to prove fatal to Salonen. The Peugeot's oil-filter came loose, oil spilled onto the engine and a small fire broke out. The crew quickly had the flames under control but their rally was over. New leader, Henri Toivonen immediately quickened his pace and was fastest on four of the five following stages. At the end of the first leg, the Lancia driver had a lead of 1m04s over Kankkunen and 2m44s over Blomqvist who, if it hadn't been for his road penalties, would have been just 14s adrift to the leader. Not bad for the RS200's debut. Alen was 4th, 2m52s behind Toivonen. Grundel and Wilson made up the top six. The two Group A leaders, M. Ericsson and Carlsson, were in front of Andruet who had pulled nearly 3 minutes ahead of Wambergue, slowed by alternator trouble. Panciatici was clear leader in Group N with a lead of over 4 minutes over second placed Aamodt (Audi 80 Quattro).

From the outset of the second leg, Blomqvist went out with engine problems and was soon imitated by Toivonen who had a valve break on the Delta S4. The three fastest drivers of the 1986 Swedish were no longer in the rally. Juha Kankkunen was fastest on SS12 and inherited the lead. Crews encountered gravel over the next few tests and, apparently, that suited Malcolm Wilson who put in two third fastest times before he, in turn, retired when the teeth of the distribution drive-belt were totally stripped. The offending part was changed but it was too late. The valves had been affected. At the time, Wilson was lying an excellent third place after Grundel had lost nearly 2 minutes following an off.

With a lead of over 2 minutes over Markku Alen, Kankkunen was able to slow his pace and keep an eye on the Lancia driver's times. Grundel was beginning to get to grips with the Ford RS200 and started to put in performances similar to those of Alen and Kankkunen. At a respectable distance, the two leading Audis in Group A were having a close fight with only seconds separating them on most stages. Pettersson seemed to be the faster of the two but a number of small mistakes meant that Mickael Eriksson was able to hang on to his lead. With the Swedish drivers looking for every second, Andruet was steadily outdistanced and, at the end of the second leg, he was lying sixth, 18m48s adrift of Kankkunen. More significantly, he was over 5 minutes behind the two Group A Audis. The Citroën driver was even being threatened by Sören Nilsson (Audi 90 Quattro) whilst Kenneth Eriksson, ninth, was close on the heels of the second BX 4TC of Wambergue. It should be said that Andruet had damaged his front suspension following an off and Wambergue was beginning to fear for his engine.

The Frenchman's fears were justified when he was forced to retire shortly after the start of the third leg. Nilsson took things easier after an off and fuel pump problems and top-ten positions remained unchanged until the finish. Alen was never able to worry Kankkunen and a Ford RS200 made it into the top three on its maiden rally. Ericsson managed to fend off Pettersson to win Group A, albeit by a mere 18 seconds. His performance means that Audi are still in touch with Peugeot and Lancia in the Constructors' Championship. Andruet, 6th overall, gave Citroën their first points. Kenneth Eriksson finished 7th and first 2-wheel drive car, 3 1/2 minutes ahead of the only Subary to finish, that of Roger Ericsson. Susanne Kottulinski took her Volvo 240 Turbo to 13th overall to take the Ladies' Award whilst Jacques Panciatici won the Group N category with relative ease.

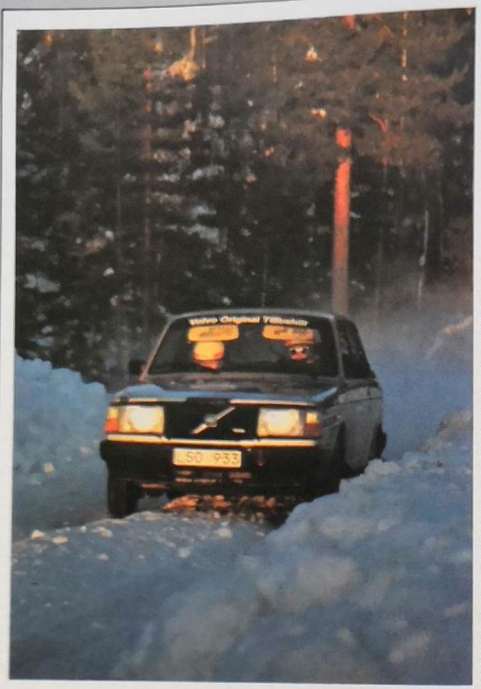
62 crews made it to the finish.

THE EVENT

Formerly called the Rally of the Midnight Sun, the Swedish became a winter event in 1965 and is today one of the shortest rallies in the World Championship calendar. With only 558 km of stages and a total length of just 1,670 km, the Swedish is shorter than some European Championship rounds. For this reason, it is commonly considered as a sprint event where notions of endurance and mechanical resistance give way to out and out speed from start to finish.

The rally is traditionally 100% snow-covered but the decision to allow recce in Group B cars has had an unfortunate side-effect; the more powerful cars tend to cut rails between 5 cm and 10 cm deep into the surface. The bottom of the ruts ice over or, worse, gravel sometimes gets churned up to form a layer of gravel and ice together. Not only does this make driving conditions a little tricky but it also renders life harder for the tyres which are meant for snow but now need to cope with ice and the more abrasive mixture of gravel and ice.

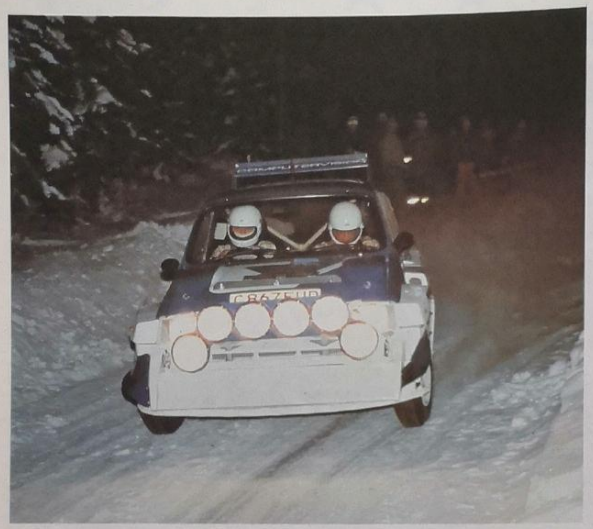
This year's event was run in temperatures ranging from -5°C to -15°C, relatively high for the time of year. Little, if any, snow fell during the rally.



Suzanne Kottulinski took her Volvo 240 Turbo to 13th overall and was unchallenged in the ladies' category (left)

Despite a certain weight handicap, the performances of the two Ford RS200s were satisfactory. more than Grundel (photo) finished third. (top right)

Citroën have got work to do a lot of but Jean-Claude Andruet managed sixth with the hefty BX 4TC.



Malcolm Wilson put in some promising times before his MG Metro developed engine problems

Ten points for Audi thanks to Michael Ericsson's Group A victory (bottom)

caused by its weight, the Ford is slower to react. The handling seems good but ponderous, the drifts are just that little bit more accentuated. The MG Metro gives the impression of a go-kart, always looking as if it is about to go out of control, whereas the Citroëns remind us of the early Quattros, the inertia forcing the drivers to slow or to anticipate 100 % the correct trajectories.

AS NIGHT FALLS

Stage seven is 47 kilometres long and is the longest of the rally. We choose to go and see what's happening at the major teams' servicing at the stage finish. With a big smile we call in on Peugeot first of all. Not a good move. Our smiles are out of place. Timo Salonen is calling on the radio to find out what he should do with his car which is stopped in the middle of the forest. Morale in the French team is about as low as the temperature. We leave them to their business and go and call on Ford. Stig Blomqvist should be the first to show. Surprise, surprise, Alen's Lancia is first on the scene.

"*Salonen is stopped in the stage,*" he announces, "*and Blomqvist wasn't at the start.*" Thirteen minutes later, the Swedish driver appears. The Ford mechanics had decided to change the water-pump before the stage and Stig was late at the start. Both he and Grundel have the same comments to make about the RS200. "*The handling isn't perfect, especially at the front.*" Grundel is further handicapped by a windscreen that doesn't want to defrost. With Salonen out, Henri Toivonen has just taken the lead. "*I ought to be happy but I'm not,*" he lamented. "*The Delta's steering is difficult and the front suspension is not what it should be. I've just spun. OK. I should try and adapt my style to the car and accelerate less fiercely but it's not easy when you've got your mind set on going as fast as possible.*" He doesn't know it but he is about to set four fastest times in five stages.

We head back to the hotel to get in a bit of sleep. The next morning, we bump into Seppo Harjanne, Salonen's co-driver, in the hotel. "*I've just had Henri (Toivonen) on the phone,*" he informs us. "*He's just retired.*" In the press room, the times are coming up on the screen for the first stage of the day. There's no time for Blomqvist. He's stopped somewhere out there in the Swedish countryside. Salonen, Blomqvist and Toivonen are all out of the rally. All the top drivers. Sorry, no. Kankkunen is still in there. He's now leading and is over two minutes clear of Alen and the Lancia. It's time we hit the road again.

COOL HEADED KANKKUNEN

"*How's it going?*" retorts Juha. "*It's simple. It's just like on the Monte when we were a quarter of an hour behind the crew in front of us and a quarter of an hour in front of the crew behind us.*"

"*Yes but... here you've only got a two minute advantage over Markku and there's nobody in front of you. You're in the lead.*"

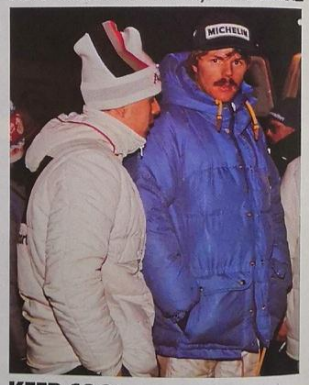
"*I know but that doesn't make any difference. The pace is just the same.*" What can you say? You've simply got to admire the guy's calm. Markku Alen, on the other hand, is not at all calm. "*The engine feels better now but there is still a lack of punch at high revs. Once things are sorted out, I'll make a concerted effort to get into the lead.*" Then he turns to Giorgio Pianta, the Lancia engineer. "*Giorgio, are we going to change the compressor here?*"

"*No, Markku, we haven't got enough time.*"

"*How much time do we need?*"

"*At least forty minutes.*" Alen remains silent and Pianta adds, "*We'll change the compressor at Torsby if there's time, and we'll change the turbo a bit later on.*" Then he turns to us "*As far as we are concerned,*" he confides, "*everything is OK. The engine is less powerful than it was for the Monte but then we knew it was going to be. We've set it differently. We've checked the compressor and the turbo, we've adjusted the by-pass. Everything's OK now but, since Markku insists, we'll change everything.*" Poor old Markku. He's got 420 bhp available for the ice and all he can apparently say is "*No power, I've got no power.*"

Never mind. There's always next time.■



KEEP COOL

The exceptional handling characteristics of the Peugeot 205 Turbo 16 are well known now. However, in Sweden, where the extremely low temperatures can affect the functionning of the shockabsorbers, the French team had a trick up their sleeves. Chief engineer, André de Cortanze, would have preferred to keep his little brain-wave secret but, very quickly, the word got round.

In fact the idea was surprisingly simple. At very low temperatures (as little as -15°C for the Swedish and 1986 was a mild year!), the hydraulic fluid within the shockabsorbers performs less well. By tapping into the 205's cooling circuit, de Cortanze came up with a system which kept the struts at an even working temperature. Only the front shockabsorbers were affected by the sub-zero temperatures since the centrally-mounted engine develops enough heat to keep the rear suspension at optimum performance.

TECHNICAL DATA

37th Swedish Rally.
Date: 14th-16th February, 1986.
2nd round of the Constructors', Drivers' and Group A World Championships.
Start: Karlstad.
Finish: Karlstad.
Route: Total length of 1670 km divided into three legs. Total stage length of 558.3 km.
First leg: Karlstad-Karlstad via Malung, Friday, 14th February, from 09h00 to 23h00. Total distance 644 km including 11 stages (218.5 km).
Second leg: Karlstad-Karlstad via Torsby, Saturday, 15th February, from 07h00 to 21h30. Total distance 630 km including 12 stages (227.8 km).
Third leg: Karlstad-Karlstad, Sunday, 16th February, from 02h00 to 10h30. Total distance 396 km including 7 stages (112 km).
Entered: 129. **Starters:** 107. **Finishers:** 62.
Weather: dry with temperatures between -5°C and -15°C. Stage surfaces generally covered in snow but ruts had formed after recce, the bottom of which were covered in ice or a gravel/ice mixture.

PAST RESULTS

(Last ten editions)
1976: Eklund/Cederberg (Saab 96 V4)
1977: Blomqvist/Sylvan (Saab 99 EMS)
1978: Waldegaard/Thorszelius (Ford Escort RS 1800)
1979: Blomqvist/Cederberg (Saab 99 Turbo)
1980: Kullang/Berglund (Opel Ascona 400)
1981: Mikkola/Hertz (Audi Quattro)
1982: Blomqvist/Caderberg (Audi Quattro)
1983: Mikkola/Hertz (Audi Quattro)
1984: Blomqvist/Cederberg (Audi Quattro)
1985: Vatanen/Harryman (Peugeot 205 T16)

WORLD RALLY CHAMPIONSHIP (Makes)

(Positions after two rounds out of eleven)

1. Lancia and Peugeot	**37 points**
3. Audi	29 points
4. Volkswagen	19 points
5. Ford	14 points
6. Citroën	10 points

MAIN RETIREMENTS

SS2: **Eklund/Whittock** (piston). SS2: **E. Johansson/Ostensson** (gearbox). SS3: **Lindholm/Saarinen** (steering). SS3: **Danielsson/Eklind** (camshaft). SS7: **Salonen/Harjanne** (oil filter). SS8: **Ericsson/Melleroth** (engine). SS12: **Blomqvist/Berglund** (engine). SS12: **Toivonen/Cresto** (valve). SS13: **Vergnaud/Jouan** (gearbox). SS14: **Wilson/Harris** (camshaft drive). SS14: **Carlsson/Bohlin** (electrics). SS15: **Allansson/Cederberg** (turbo). SS18: **Stromberg/Carlsson** (accident). SS25: **Wambergue/Vieu** (engine). SS25: **Ohlsson/Karlsson** (transmission).

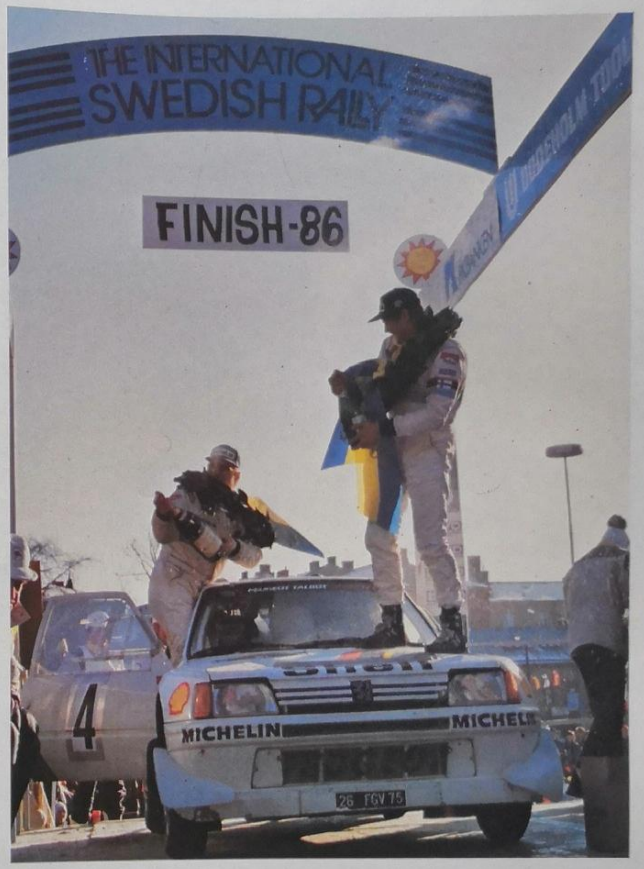
SUCCESSIVE LEADERS

SS1 - SS6: **Salonen.**
SS7 - SS12: **Toivonen.**
SS12 - SS30 (finish): **Kankkunen.**

BEST RESULTS

	1	2	3	4	5	6	A	B
Kankkunen	9	7	8	5	—	—	1	30 30
Alen	8	5	5	4	7	—	1	30 30
Salonen	6	—	—	—	—	—	6	6
Toivonen	5	3	1	2	—	—	6	6
Grundel	4	8	8	1	1	4	26	30
Blomqvist	1	5	3	2	—	—	11	11
Wilson	—	—	4	1	1	5	11	13
Pettersson	—	—	1	9	9	1	20	30
Ericsson	—	—	—	10	8	1	19	30
Nilsson	—	—	—	—	4	5	9	30
Stromberg	—	—	—	—	1	—	1	17
Andruet	—	—	—	—	—	3	3	30
Eriksson	—	—	—	—	—	3	3	30
Carlsson	—	—	—	—	—	2	2	14
Wambergue	—	—	—	—	—	2	2	24
Ericsson	—	—	—	—	—	1	1	30

A: Number of placings in first 6.
B: Number of special stages covered.



WORLD RALLY CHAMPIONSHIP (Drivers of Group A cars)

(Positions after two rounds)

1. Kenneth Eriksson	**19 points**
2. Alain Oreille	13 points
Mikael Ericsson	13 points
4. Gunnar Pettersson	10 points
5. Pierre Bos	8 points
6. Franz Wittmann	7 points
7. Roger Ericsson	6 points
Björn Johansson	6 points
9. Rudolf Stohl	5 points
10. Klaus Fritzinger	4 points

etc.

WORLD RALLY CHAMPIONSHIP (Drivers)

1. Kankkunen (SF)	**28 points**
2. Toivonen (SF)	20 points
3. Salonen (SF)	15 points
Alen (SF)	15 points
5. Mikkola (SF)	12 points
Grundel (S)	12 points
7. Röhrl (D)	10 points
M. Ericsson (S)	10 points
9. Pettersson (S)	8 points
10. Saby (F)	6 points
Andruet (F)	6 points
K. Eriksson (S)	6 points

etc.

FOR THE RECORD

Rally: More liberal regulations for studs.
Drivers: First victory for Juha Kankkunen in a World Championship event in Europe.
Cars: First World Championship appearance for the Ford RS200. First championship points for Ford and Citroën in 1986.

FINAL RESULTS

1. Kankkunen/Piironen (Peugeot 205 T16) 5 hours 09m19s. (1st Group B)
2. Alen/Kivamaki (Lancia Delta S4) 5 hours 11m13s.
3. Grundel/Melander (Ford RS200) 5 hours 15m35s.
4. M. Ericsson/Michel (Audi 90 Quattro) 5 hours 24m39s (1st Group A)
5. Pettersson/Pettersson (Audi Coupé Quattro) 5 hours 24m57s.
6. Andruet/Peuvergne (Citroën BX 4TC) 5 hours 33m05s.
7. K. Eriksson/Diekman (VW Golf GTi) 5 hours 34m30s.
8. R. Ericsson/Rosendahl (Subaru 4WD Turbo) 5 hours 38m01s.
9. Johansson/Olsson (Opel Kadett GSI) 5 hours 41m22s.
10. Nilsson/Gustavsson (Audi 90 Quattro) 5 hours 42m51s.
24. Panciatici/Tilber (Alfa Romeo 33 4x4) 6 hours 24m00s (1st Group N)
etc.

Kalle Grundel (Ford RS 200) André Marzoli

AN ENCOURAGING 3RD PLACE FOR GRUNDEL FOR THE DEBUT EVENT OF THE RS200. FOURTEEN POINTS FOR FORD

CRISIS, WHAT CRISIS?

EVERYTHING'S GOING UP IN THE WORLD OF RALLYING INVESTMENTS, BUDGETS AND POWER. THE SIGNS OF A CRISIS? NOT IN THE LEAST. IT'S JUST THAT OUR SPORT IS BECOMING THE EXCLUSIVE HUNTING GROUND OF THE BIG BOYS. SOME THINK IT'S A HEALTHY SITUATION, OTHERS ARE MORE CYNICAL, WORRIED EVEN THAT THINGS ARE GETTING OUT OF HAND. WHATEVER YOUR POINT OF VIEW, HOWEVER, IT'S DIFFICULT TO DENY THAT THE WORLD CHAMPIONSHIP IS GOING TO BE SOMETHING SPECIAL IN '86, THAT THE LATEST GROUP Bs ARE FASCINATING BEASTS. MORE AND MORE MANUFACTURERS ARE GETTING INVOLVED, FOLLOWING THE TECHNICAL EXAMPLES SET BY AUDI AND PERFECTED BY PEUGEOT. IN GPI No 100, WE OUTLINED THE MAIN CHARACTERISTICS OF THE PRINCIPAL CARS. THIS MONTH WE GO A LITTLE DEEPER.

by Alain Bernadet

AUDI SPORT QUATTRO S1: A CONSTANT EVOLUTION

Give credit where it's due. It is without a doubt thanks to Audi's example if today's rally cars have gone the way they have and if four-wheel drive has become an absolute necessity. If the German manufacturer hadn't done it somebody else would have but the fact remains; Audi were the first, taking the commercial gamble of generalising 4WD on their range of production models. Audi's philosophy was to promote their image as a dynamic company thanks to an active role in top level motorsport, using competition as a real-life testbed for their range with a special attention being paid to security. Not all the manufacturers involved today can say the same, not even Peugeot, the recent technical pioneers.

The Sport Quattro is, however, a move away from Audi's original policy and was developed in an effort to eliminate the problems that were inherent in the initial Quattro coupé; principally weight and size. First things first, the car was shortened by around 30 cm. The wheelbase was thus reduced to 2m 20 whilst the front and rear overhangs remained the same. Despite its new 20-valve engine which put out about 450bhp, it was necessary to await the Evolution 2 model (the S1) before the Sport Quattro became competitive. Demonstration of the S1's potential was given by Walter Röhrl's performance on 1985's San Remo when he beat Salonen and the 205 Evolution 2 in a straight fight.

What are the reasons behind this sudden improvement? For one thing, the car has become reliable and another major improvement is the revised weight distribution. The engine is still mounted at the extreme front but elements like the water and oil radiators and the battery have been moved to the boot. The Quattro's handling was immediately improved thanks to the more evenly balanced weight distribution.
After a disappointing start for the first Sport Quattro at a time when Audi were still trying to overcome those reliability and handling problems, the latest Sport Quattro S1 has arrived just in time for this classic season. A number of fastest times for Röhrl and an incredibly regular drive from Mikkola on the Monte Carlo are further proof that Audi will be in there this year, while work continues on the Group S car which should be ready for 1988 and which should feature a centrally positioned engine.

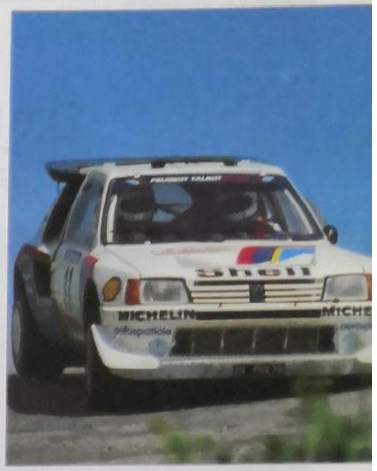
The S1 is instantly recognisable thanks to its enormous aerodynamic devices which, as long as the driver can keep them in one piece, are apparently very effective.

PEUGEOT 205 TURBO 16 E2: EXPLOITING THE REGS

Peugeot's philosophy was to exploit the Group B regulations as far as possible, making the most of the ruling that deals with evolutions. They could have made do with the Evolution 1 of the Turbo 16. After all, it was taking victory after victory and the French manufacturer could have rested on its laurels, but that wasn't Todt's way of doing things.
While the Evolution 1 was out winning nearly everything in sight, de Cortanze and Boudy were busy designing E2. Their aim was to get more power out of the 1800 Turbo engine and to lighten the chassis so that the car would be even more competitive for the future. The major problem was to avoid losing out on rigidity, so that the shell would support the increased power output. The rear end was redesigned, the steel panels making way for a tubular construction which was lighter than certain strengthening and body parts and the weight was reduced to just over the legal minimum (890 kg), Peugeot giving the weight of the Evolution 2 Turbo 16 as 920 kg.

the power to weight ratio was even further improved when Boudy pushed the power up to around 450 bhp. To get that figure, the cylinder head and the inlet manifold were redesigned. Boudy also adopted the DPV system he had introduced on the F1 Renaults in an effort to reduce turbo lag, as well as water injection, a new turbocharger and an improved air/water intercooler, more compact than the air/air intercooler used on the Evolution 1. After all this work, not only has power output increased but the engine is now more flexible and much easier to use.

Other modifications to be introduced on the Evolution 2 were the aerodynamic spoilers which make a considerable improvement to the car's handling, especially at high speeds. The 205 Turbo 16 E2 will be the mainstay of the Peugeot effort for 1986 but the Evolution 3, which could well feature carbon-fibre brakes, should be ready before the end of the season...



From a spectator's point of view, the main difference between the E1 and the E2 is the front and the rear spoilers.

Evolution 1 (right) and Evolution 2 (left) side by side. Note the carbon-fibre covered rear tubular frame.

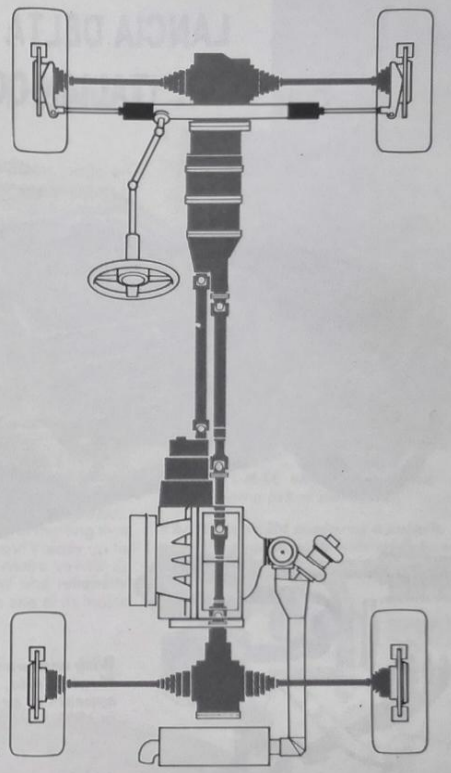
FORD RS 200: AVANT-GARDE SOLUTIONS

The RS200 won first time out on the 1985 Lindisfarne Rally in England. A promising start.

After dropping out of the spotlight shortly after their 1979 World Championship success, Ford are back in a big way. A competition come-back for the English manufacturer was often talked of in the specialist press and the RS1700 Turbo project was quite advanced before it was realised that the 4WD Escort would be uncompetitive compared with the sole 4x4 around at the time, the Audi Quattro.

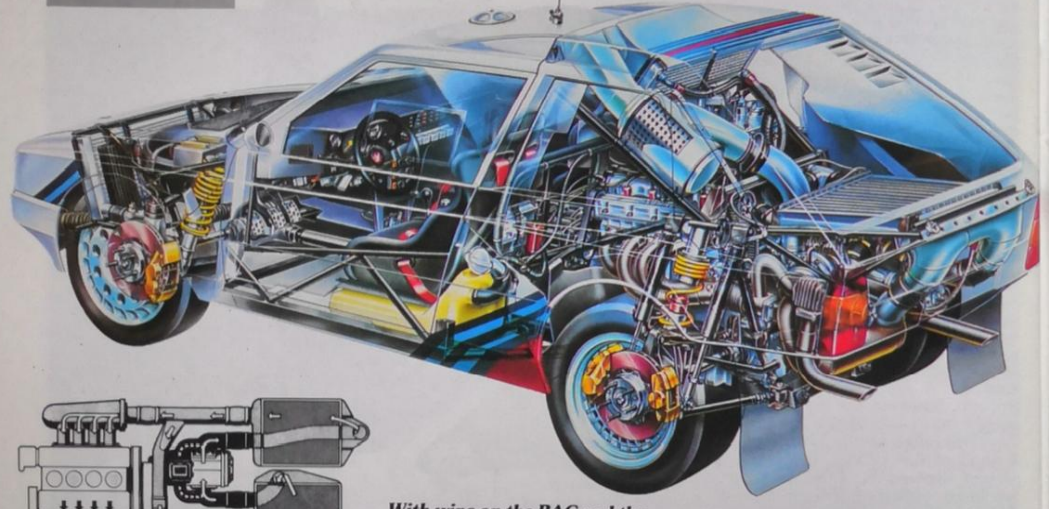
The RS200 was unveiled last year at the Turin motor-show. Strangely, the body design of the new car does not correspond to any production car but we're not going to complain. The new Ford looks like a thoroughbred and that's not something you can say for some of today's other Group B contenders. Like Lancia, Ford have gone for 4-wheel drive with a centrally positioned, turbocharged engine. Like its Italian cousin, the RS200's engine is longitudinally mounted but differs in that it is set about 15 cm to the left of the centre line so that the rear differential can be centrally located. The gearbox is mounted at the front and the RS200 features two propshafts. One goes from the motor to the gearbox and a second is fitted between the box and the rear axle. The front/rear power split is about 1/3:2/3 but the driver has the possibility of cancelling out the effect of the differential to make the power split 1/2:1/2 and he can even disconnect the front axle, leaving the car with rear-wheel drive only. To find out how useful this tweek is, we'll have to wait for Blomqvist and Grundel's verdict.

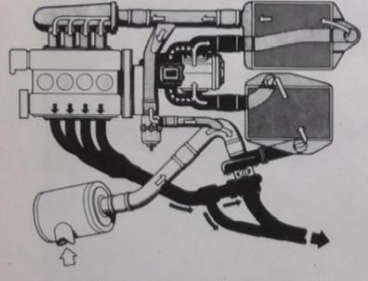
Ford have invested a great deal in the design and development of the RS200. John Wheeler was responsible for the mechanical side and none other than Tony Southgate, one of F1's most talented engineers, was given the task of designing the frame. Southgate's original approach to the build includes the use of sophisticated techniques like honeycomb aluminium on prototypes and single-seaters. Never on rally cars or, at least, never for major elements. Ford are obviously counting on the rigidity and strength of the new shell, as well as its light weight. Strangely enough, however, the car's minimum weight for its engine size is 960 kg. If Ford had opted for the 1785cc engine instead of the 1800cc, the minimum weight allowed by FISA regulations would have been significantly lower at 890 kg, albeit a difficult figure to achieve. We are nevertheless convinced that the RS200 has a bright career ahead of it. Elsewhere in this issue you can find out how it fared on its first WRC event.



The latest from Ford features a centrally-mounted engine and a front-mounted gearbox. Hence the original transmission layout.

LANCIA DELTA S4: THE ITALIAN CONNECTION





The Delta's supercharging system is fairly complex. Sometimes the air passes through the Volumex, sometimes it passes through the turbo-compressor, sometimes both. It all depends on what is being asked of the engine at the time.

With wins on the RAC and the Monte Carlo, the Delta S4 appears to be the car to beat in 1986.

In 1983, Cesare Fiorio set himself a pretty difficult target: that of taking on Audi in the World Championship with the 2-wheel drive 037 Rally. Most observers didn't give much for the Italian manufacturer's chances but Fiorio pulled it off, thanks mainly to his team's vast experience in rallying but also to his uncanny ability of knowing how to profit from the German car's shortcomings and weaknesses. Since then, Peugeot have set the bar a little higher and, despite the efforts of Alen, Biasion and the late Bettega, the 037 just couldn't keep up. Clearly Lancia needed to bring out a 4-wheel drive car and their answer was the Delta S4.

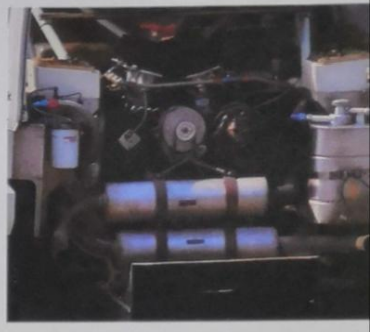
Centrally-mounted engines are not new to Lancia, so it was hardly surprising to learn that the S4 featured a longitudinal, central-mounted power block, the gearbox tucked in between the driver and co-driver's seats. Like the Metro, the weight distribution of the Delta is practically ideal with the majority of the masses lying within the limits defined by the four wheels and perfectly balanced each side of the centre line. This balance is possibly the S4's main advantage over the competition. Also, the asymetric front/rear power split can be simply modified during an event and, by simply cancelling out the effect of the intermediary differential, the driver can opt for a 1/2:1/2 split at any time.

Lancia have also introduced some interesting and original techniques. The power steering, for example, is pneumatically assisted, a solution which does not detract from power output. Above all, though, the S4's major trump card is the combination of a volume supercharger and a turbo-charger for the all alloy, 1759cc engine. The advantages of the volumetric compressor were clearly demonstrated on the 037 which benefitted from the torque available at low revs. On the Delta, torque will still be available early on, then, at a given moment, the turbo comes into its own. In its first evolution, the Delta boasts a power output of a little over 400 bhp and torque in excess of 40 mkg. The fabulous thing is that 30 of those 40 mkg are available at 2500 rpm! As in the past, the Italians are counting on the superiority of their mechanicals. With two wins out of two so far, who's to say they're wrong?

MG METRO 6R4: THE EXCEPTION TO THE RULE

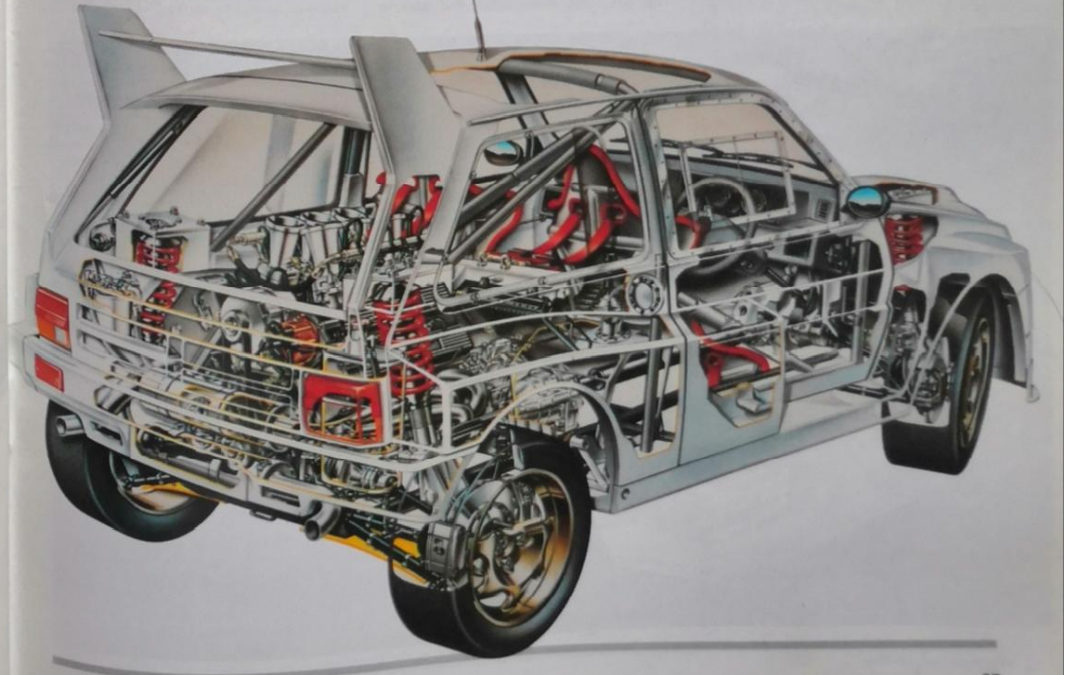
The Austin Rover Group's MG Metro 64R is the exception that confirms the rule. The British car naturally features 4-wheel drive but — surprise, surprise — the V6 engine is not turbo-charged. One of the easiest ways of obtaining a high power-output from a relatively small sized engine is to add a turbo. A smaller engine means less weight and takes up less space. However, the turbo itself takes up a lot of room insomuch as it needs to be readily accessible and kept clear of other organs to avoid heat transfer. A turbo also requires the fitting of an intercooler and intercoolers are getting more and more bulky. Space is not something that the little Metro has a lot of so ARG's solution was to stay with a normally aspirated engine. The final choice fell on a 2991 cc, V6, all-alloy engine with 4 valves per cylinder. Despite a power output of just over 400 bhp, the 6R4 suffers from a lack of torque compared with the competition. One of its advantages is that there is no problem with turbo-lag, although with the progress that has been made on turbo engines recently, one wonders if turbo-lag is still a handicap today. The engine is centrally, longitudinally mounted and front/rear power split is in 35%/65%.

Since its first presentation to the press in 1984, the Metro's chassis has already somewhat evolved and the car that has been homologated bears little resemblance to the first prototype. Careful testing with Michelin led to the adoption of greater spring movement vital for getting power efficiently on to the ground, and, as with the Peugeot 205 T16 and the Audi Sport Quattro, it was decided that 16 inch wheels would be necessary. All of which meant that the car's overall design had to be entirely rethought but, if one could be forgiven for thinking that the initial prototype wasn't really up to the job, the present Metro seems to have a lot of potential and reliability could well prove to be one of its major attributes.



The 1985 RAC showed that the Metro has a lot of potential.

The Metro 6R4 features a totally new V6 engine with four overhead cams.

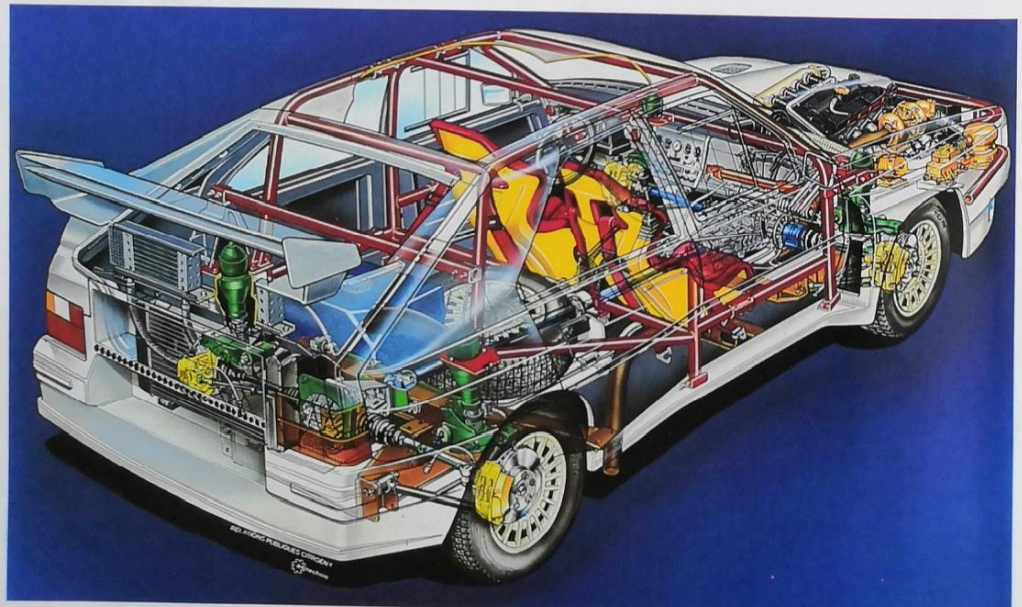


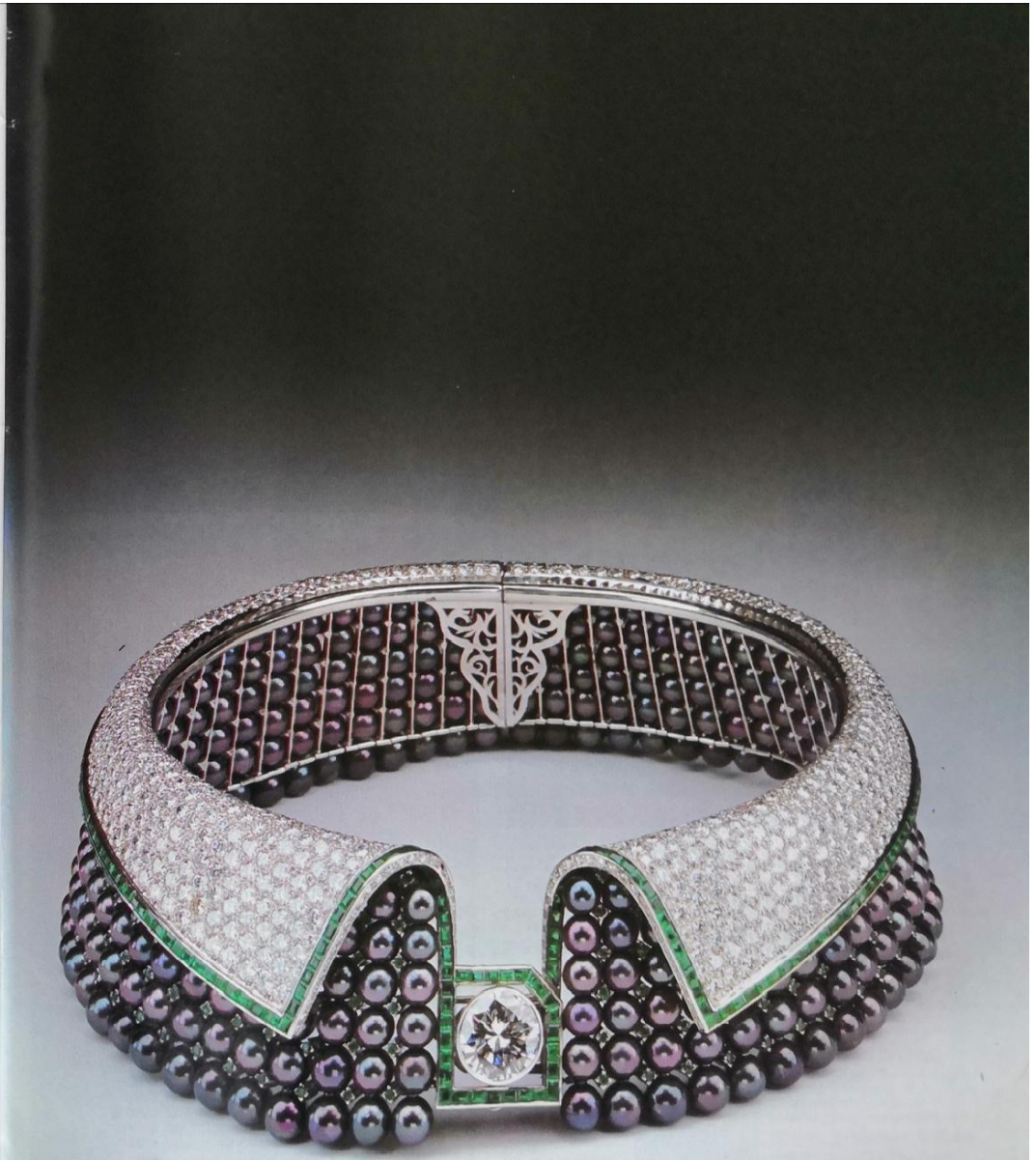
CITROEN BX 4TC: WAIT AND SEE

If 1985's results are anything to go by, it would appear that the technical choices of the Peugeot 205 T16 were the right ones. At one time, it wasn't certain which of Audi's front-mounted or Peugeots centrally-mounted engines was the most suited to a 4-wheel drive car. The domination of the French car last year was so comprehensive that few are left with any doubts, apart from Audi of course but even they are currently developing a prototype with a centrally-mounted engine. So, when the Citroën BX 4TC was announced, the debate was thrown open again. It is difficult to decide whether the French manufacturer's decision to use a front-mounted, overhanging engine and to have a 1/2:1/2 front/rear power split is right or not. Guy Verrier, Citroën's team-manager, prefers to turn a deaf ear to his critics and is quietly getting on with the job in the hope that he will be able to prove himself right. It should be said that Citroën have traditionally featured front-mounted engines and they clearly wish to remain true to that tradition even in competition. The engine used is the famous Simca Chrysler N9T which has since been turbo-charged and was chosen for the recent Peugeot 505T. As used on the BX 4TC, it puts out around 400 bhp which is a minimum in today's environment. The simple design of the engine and its ease of use could turn out to be one of the car's principal advantages.

Another Citroën tradition to find its way onto the rally car is the hydropneumatic suspension which could well give the BX the edge when the going gets rough. Also, the suspension can be adapted to varying stages types in record time. We didn't see enough of Andruet and Wambergue on the Monte to judge but it would appear that the French car has some progress to make.

Citroën are hoping that the hydropneumatic suspension of the BX 4TC will render it competitive.





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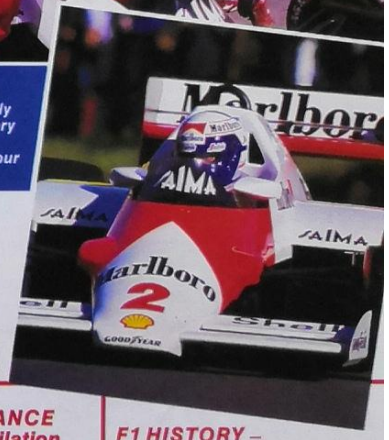

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Dear GPI,
I have been a Formula Ford competitor since 1981 and have taken part in several other categories with good results despite small sponsorship.
Last March I met a certain Pierre V Gancia from Switzerland who showed great confidence in my abilities but I have lost contact with him here in Brazil. Unfortunately, I don't believe I have much future here in the Brazilian racing world, my goal goes beyond what I can find here.
If any readers could help me find my way into the European championships, I would greatly appreciate their help.
Marlene Meier
Caixa Postal 30
Mogi das Cruzes
Sao Paulo CEP 08700

TRAPPED GP?

Dear GPI,
While watching the recent RAC Rally on television, I saw a series of speed traps on the very first stage in Wolton Park at the end of a straight, showing the deceleration rate of the cars. It would be a great idea if the same could be done during a GP, at the end of Clearways, for example.
How does the 0-60 mph acceleration time for a F1 car compare with a 500cc motor bike?
Stephen Holman,
83 Coombe Lane
Westbury-On-Trym
Bristol

DUTCH LEAVE

Dear GPI,
There has always been a Dutch GP since 1957, with the exception of 1972, and it's always been a good race. The Zandvoort circuit is generally well-liked by the drivers but the Dutch themselves don't like F1. There are exceptions (like myself) but there are too few spectators to make the race profitable for the organisers. It's a shame that the end of a long tradition of exciting races in Holland has come, mainly because of a lack of understanding on the part of the Dutch people on the subject of F1.
Frank Simonis
8181 ZL Heerde
Holland

DAVE'S ALAIN

Dear GPI,
I'm wondering why the World Championship points-scoring system only allows a driver to claim his best eleven results. The only driver to have been affected in the past five seasons is Alain Prost (I'm a dedicated "Prosti-chon" fan). Even then, the overall Championship position wasn't altered (fortunately!), so why have it? Anyway, why should a driver be penalised for consistently finishing in the points?
David Hyland
13 Links Road,
Adelaide

FLASH GP

Dear GPI,
Having just seen my first GP "In the Flesh" (Adelaide), I would be grateful if any GPI readers could tell me what the difference is in the Alfa gearbox that gives them that distinctive note during gear changes.
Dr AR MacQueen
POB 117
121 Byng Street
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Australia

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Dear GPI,
How much longer do we have to put up with "BOATS"? The vast majority of you readership, if not all, are motorsport enthusiasts, not SAILORS! I for one, unless Boats disappear from an otherwise great publication, will reluctantly and disappointedly cancel my order and get my motorsport read elsewhere.
I hope you will print this letter to see how other readers feel on this point.
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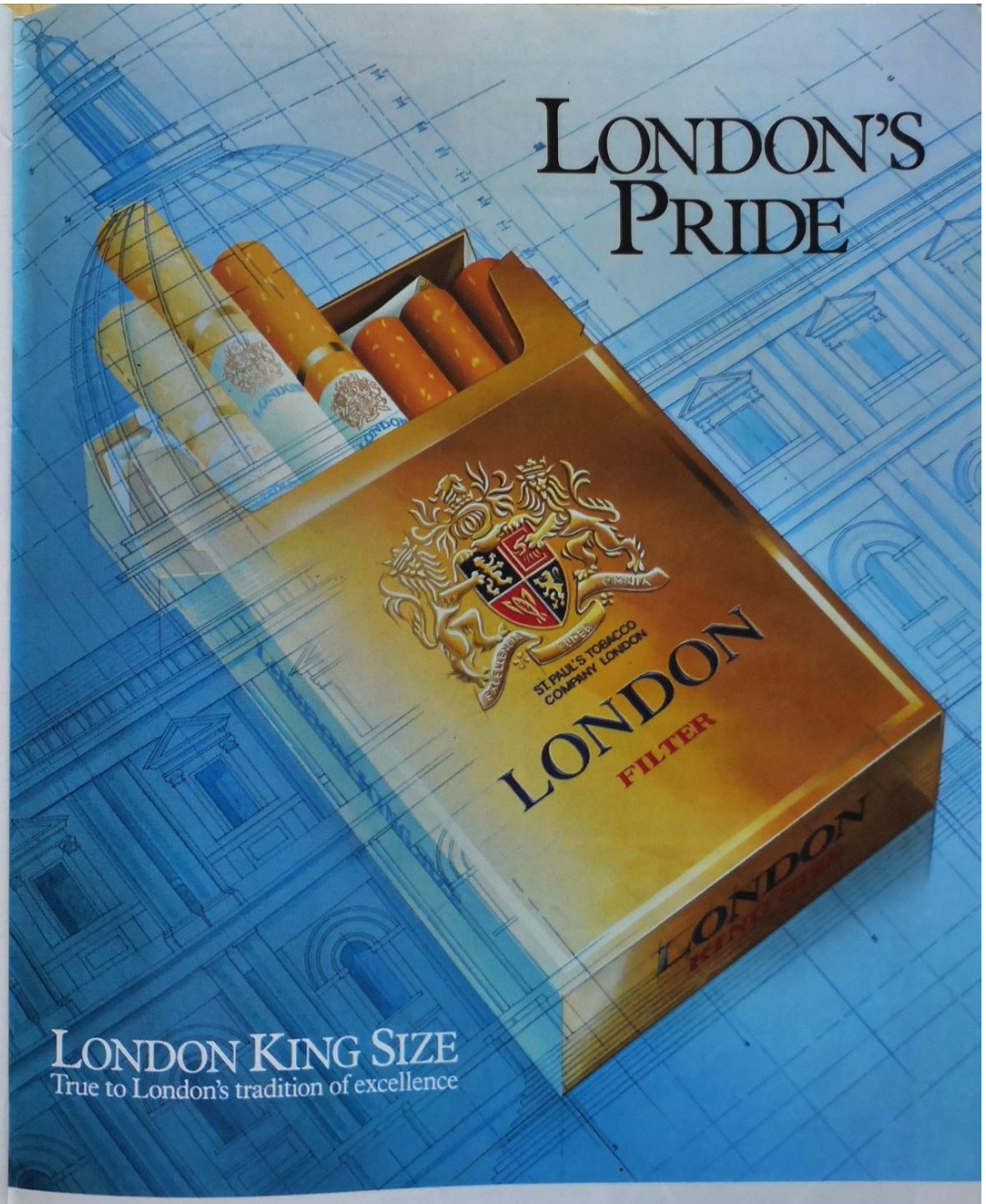

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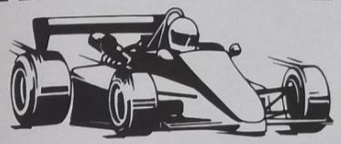

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